

Aero&Tech Nexth, En Busca De La Velocidad

Autor

wpascu

Mensaje

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Una de las novedades en la feria Aero de Friedrichshafen fue la presentación del prototipo de la empresa Italiana Aero&Tech denominado Nexth. El Nexth, es un avión liviano experimental con una velocidad máxima de 285 km/h y una capacidad de +9 y -4,5 Gs. Construido enteramente en metal con un fuselaje de tubos de acero soldados recubierto en chapa y un ala construida en una sola pieza el Nexth será motorizado por un Rotax 912S de 100hp. Con un gran tanque de combustible de 130 litros de capacidad que le provee un alcance de 1700 km, el avión se estima tenga un costo de U\$s87000. Los primeros ensayos en vuelo están planeados para dentro de dos meses. www.aeroandtech.com





THE COMPANY PHILOSOPHY

AERO&TECH ... a real company, solid, present and reliable in its commitments, and in its name the essence of the philosophy that guides its genuine passion for flying linked to technical engineering awareness required to live it in safety without empiricism ... the philosophy that leads to an intuition ... NEXTH designed and organized within the passion for doing things well.

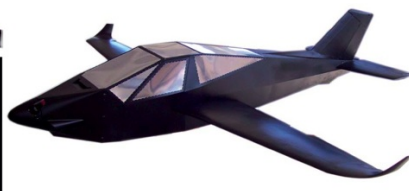
NEXTH as the "next", and NEXTH as "high performance", a new aircraft, a combination of the freedom of flying, performance and the intrinsic safety of the project, and why not, a passion for the most advanced design, innovative lines for the sector and one aerodynamic behavior unquestionably unique, verified by a team of skilled technicians using the latest technology.

A PROJECT led by CS VLA and FAR23 in view of certification in Germany and England to a standard of absolute safety and certainty, without any compromises. Experienced craftsmen and technicians in related fields come together in a synergy of skills for the successful construction of an aircraft innovative and different from the past, all while respecting the indisputable top solidity and reliability of traditional metal construction on steel steel frame.

HIGH TECHNOLOGY FOR MAXIMUM SAFETY & QUALITY
Only a few production companies can have the technology available at the AERO&TECH, an example is the leading edge of wings made from a single piece, evidence of high profile of professionalization and technological level of AERO&TECH internal equipment, to meet the needs of its customers in compliance with the agreed schedule and in particular under a regime of constant and total quality control, by centralizing all production in its plants located close together. A skilled professional labor accustomed to high quality standards in ISO9001 certified environment in the field of sheet metal and air technology components with the German TÜV under IPC (Factory Process Control and CQI) ... ensuring product quality and reliability of the company.

All in respect of its customers, a "partner" for AERO&TECH, aware that the development is in progress, and that always from respect and mutual confrontation it takes the hint of the product evolution.

...Because AERO&TECH listens you



ULTIMATE LOAD FLIGHT FACTORS
ACROBATIC CATEGORY +9 - 4.5 g
MAX SPEED never exceed Vne: 315 km/h

Max speed 100% power: 355 - 285 km/h
Cruise speed 75% power: 235 - 255 km/h
Stall full flap speed: 65 km/h (IAS)
Aerodynamic efficiency: 12:1
Fuel autonomy: 1700 km (6.8 h)



BECAUSE NEXT-H... HIGH PERFORMANCE CDV FOR ACRO STRENGTH & YOUR SAFETY CELL

AERO&TECH is the first company to introduce the special high-performance steel tubes coming from the Formula 1 and long used successfully by the most prestigious sport car in Formula 1, GT and not only ... TDCVIG tubes, for the exceptional technical characteristics and strength up to 1000 MPa (yield strength) (RM 980/1180 N/mm against the normal maximum 500 of conventional tubing). In addition to uncompromising safety:

- 2024 T3 aluminum skin 0.63 mm thickness with anti-corrosion treatment
- main landing GRS Titanium gear for maximum strength
- wheels and brake system with certified characteristics
- aircraft ribs with low profile, with certified mechanical properties
- insides certified soul-spar machined from solid

ACRO +9 - 4.5 CS-VLA AEROBATIC CATEGORY

A responsible and mature project manager choice with last load factors +9 - 4.5, among the highest in the sector, combined with the docility of a simple and easily maintained machine, available to invest in safe strength, to address security in any turbulence or emergency, to best protect your person and those who share the flight with you, to have a stronger aircraft ... added value that does not allow doubts in the choice of this aircraft.

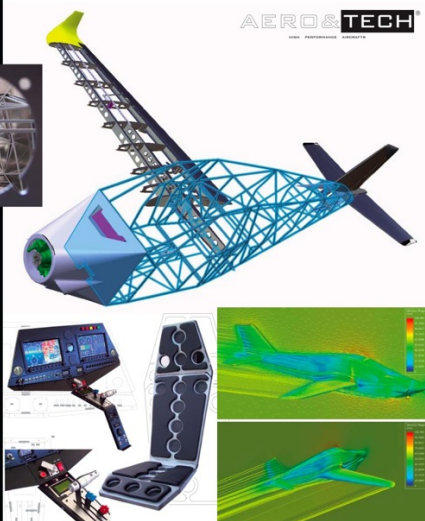
- welding in protective atmosphere and internal protective anti-corrosion treatment
- safety enveloping and closed cell with deforming elastic absorption of impact energy
- safety and quality of welds with the fuselage and engine mount chassis with internal tubes pressure tested at 6 atm with permanent safety gauges for inspection at constant 3 atm

ADVANCED DESIGN (PATENTED DESIGN USA-EUROPA) ... THE ADDED VALUE OF *morrell design*

Futuristic, original, own LINE, not the usual imitation, a real new plane, which takes both from the industrialization of construction and attention for the safety and pleasure of flying.

The value of the design not only in aesthetic that captures every glance and that distinguishes, but also in the aerodynamic performances as demonstrated by the perfect regularity of the fluid threads of CFD ... with NEXTH each line has an aim. The result: an intuitive work of aerodynamic engineering for the shape as presented and the adopted working methodology.

ERGONOMICS for one of the larger cabins for roomy interiors, elegantly sporting, inspired by a simple and modern design, minimalist yet comfortable for anyone, thanks to modern technology, anti-shock memory foam cushions covered with high quality automotive leather or alcantara and large possibility of custom colors and materials within the most current.



With temperature the material is molded to your body allowing for optimal grip on the seat, while the special lightning holes of aeronautical design allow ventilation essential for superior comfort in both summer and winter by promoting transpiration. Moreover because comfort and ergonomics has not to be optional, and also always safety:

- headrests against the under-rated risk of whiplash and of floating objects in the event of an emergency landing
- cabin width 1120 mm and height 1150 mm, among the most roomy
- removable headrests to take advantage of available space
- seat belts 5 point harness, securely fastened directly to the chassis
- adjustable pedals
- hot air in the cabin and front glass
- large trunk to carry two personalized travel bags

WING - STRUCTURE - SAFETY

The wing, another excellent result of engineering, with laminar profiles, plant tapered, with flap-blown double slot and tri-spar structural configuration (solution widely adopted) equipped with a system of removal and rapid folding, in order to solve space and storage problems, thanks to NEXTH-TRAILER. The wing profile among the NACA 6-series modified, is extremely flexible and versatile allowing for exceptional speed performance and, in the same time, easy and safety even at low speeds. Hinged on the fuselage so as not to solicit the same at their stresses, the latter thus becomes neutral in this respect, while the two main spars when combined are a single beam, complete full-length.

- fast wing, without tank, safer and less stressed
- exceptional technical strength
- spar with slabs full CNC machined
- aircraft structural rivets certificated and lowered for a more efficient aerodynamics and more safe structure

WING - STALL

- Efficient double-slot flap
- authoritative and complete control even at low speed and near-stall (65 km/h IAS Indicated Air Speed)
- stall warner accompanied by a deliberately soft and light dive moving, this what is necessary to warn the pilot of the stall and invite to the correct action

WING, VISIBILITY... 3 AIRCRAFTS IN ONE

- increased safety and visibility respect one high or low wing
- more sporting appearance of a low-wing
- 360 degree visibility without compromise

not only to make the flight more enjoyable, but also more safe, especially in its most delicate phases, such as takeoff and landing moments with the presence of other air traffics

GULLWING OPENING DOORS

The charm of the opening wing is even more marked by a deliberate angularity, created to provide safety support to the pilot shoulder whether or not closing well the door, also equipped with a double closing system

- unimpeded more easy access in all conditions and for anyone
- increased safety for the opening kept possible in the event of an accident landing overturning, as opposed to more classic doors or sliding opening canopies



[illegible]

Para walter, un piloto sin avion que vuela
con sus maquetas, sus libros, y su
corazon.
Con un abrazo de HALCON a HALCON.
Capitan Pablo Carballo.

(Esta es la dedicatoria, que el HEROE,
puso en mi libro HALCONES DE
MALVINAS.)



Carballo

Rinke

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