Bell Unveils New High-Speed Vertical Take-Off and Landing Design Concepts for Military Application

Fort Worth, Texas (August 2, 2021) – Bell Textron Inc., a Textron Inc. (NYSE: TXT) company, announced today the unveiling of design concepts for new aircraft systems for military applications which would use Bell's High-Speed Vertical Take-Off and Landing (HSVTOL) technology as the company continues its innovation of next generation vertical lift aircraft. HSVTOL technology blends the hover capability of a helicopter with the speed, range and survivability features of a fighter aircraft.

"Bell's HSVTOL technology is a step change improvement in rotorcraft capabilities," said Jason Hurst, vice president, Innovation. "Our technology investments have reduced risk and prepared us for rapid development of HSVTOL in a digital engineering environment, leveraging experience from a robust past of technology exploration and close partnerships with the Department of Defense and Research Laboratories."

Bell's HSVTOL design concepts include the following features:

- Low downwash hover capability
- Jet-like cruise speeds over 400 kts
- True runway independence and hover endurance
- Scalability to the range of missions from unmanned personnel recovery to tactical mobility
- Aircraft gross weights range from 4,000 lbs. to over 100,000 lbs.

Bell's HSVTOL capability is critical to future mission needs offering a range of aircraft systems with enhanced runway independence, aircraft survivability, mission flexibility and enhanced performance over legacy platforms. With the convergence of tiltrotor aircraft capabilities, digital flight control advancements and emerging propulsion technologies, Bell is primed to evolve HSVTOL technology for modern military missions to serve the next generation of warfighters.

Bell has explored high-speed vertical lift aircraft technology for more than 85 years, pioneering innovative VTOL configurations like the X-14, X-22, XV-3 and XV-15 for NASA, the U.S Army and U.S. Air Force. The lessons learned from the XV-3 and XV-15 supported the development of the Bell-Boeing V-22 Osprey tiltrotor, an invaluable platform that changed the way the U.S. military conducts amphibious assault, long range infiltration and exfiltration and resupply with a cruise speed and range twice that of helicopters it replaced.

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ABOUT BELL
Thinking above and beyond is what we do. For more than 85 years, we've been reimagining the experience of flight – and where it can take us.

We are pioneers. We were the first to break the sound barrier and to certify a commercial helicopter. We were a part of NASA's first lunar mission and brought advanced tiltrotor systems to market. Today, we're defining the future of advanced air mobility.

Headquartered in Fort Worth, Texas – as a wholly-owned subsidiary of Textron Inc., – we have strategic locations around the globe. And with nearly one quarter of our workforce having served, helping our military achieve their missions is a passion of ours.

Above all, our breakthrough innovations deliver exceptional experiences to our customers. Efficiently. Reliably. And always, with safety at the forefront.

ABOUT TEXTRON INC.
Textron Inc. is a multi-industry company that leverages its global network of aircraft, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell, Cessna, Beechcraft, Hawker, Jacobsen, Kautex, Lycoming, E-Z-GO, Arctic Cat, Textron Systems, and TRU Simulation + Training. For more information, visit: www.textron.com.

Certain statements in this press release are forward-looking statements which may project revenues or describe strategies, goals, outlook or other non-historical matters; these statements speak only as of the date on which they are made, and we undertake no obligation to update or revise any forward-looking statements.
These statements are subject to known and unknown risks, uncertainties, and other factors that may cause our actual results to differ materially from those expressed or implied by such forward-looking statements, including, but not limited to, risks related to developing design concepts into actual aircraft systems with the features contemplated by the designs; the efficacy of research and development investments to develop new products or unanticipated expenses or delays in connection with the launching of significant new products or programs; the timing of our new product launches or certifications of our new aircraft products; our ability to keep pace with our competitors in the introduction of new products and upgrades with features and technologies desired by our customers; and performance issues with key suppliers, subcontractors or business partners.