**Regarding claim 1**. An electric drive train including:  
one or more power sources collectively providing at least two power signals; an electric motor assembly including a plurality of electric motor elements; a power distribution system for distributing electric power from the one or more power sources to the electric motor assembly, the power distribution system including a plurality of power supply branches with each branch configured to transmit a power signal from the one or more power sources to at least one of the electric motor elements, wherein;  
a first subset of the power supply branches being configured to power a first subset of the electric motor elements with a first subset of the power signals, the first subset of power supply branches including one or more motor controllers for controlling the first subset of electric motor elements and a rechargeable energy storage system configured to store energy of the first subset of power signals as stored energy, and to selectively supply the stored energy to the one or more motor controllers to feed the first subset of electric motor elements; and  
a second subset of the power supply branches being configured to power a second subset of the electric motor elements with a second subset of the power signals, the second subset of the power supply branches including one or more matrix converters operating in an AC-AC mode to modify the second subset of the power signals to provide modified power signals to a second subset of the electric motor elements.   
   
**Regarding claim 2**. An electric drive train according to claim 1, wherein each electric motor element includes a dedicated power supply branch.   
   
**Regarding claim 3**. An electric drive train according to claim 1 wherein the one or more power sources includes a plurality of electric generator elements.   
   
**Regarding claim 4**. An electric drive train according to claim 3 wherein each power supply branch is connected to one or more electric generator elements.   
   
**Regarding claim 5**. (canceled)   
   
**Regarding claim 6**. An electric drive train according to claim 3, wherein a first subset of the plurality of electric generator elements includes a first alternating current (AC) source.   
   
**Regarding claim 7**. An electric drive train according to claim 6 wherein a subset of the plurality of electric generator elements are stacked together to define a stacked generator assembly and wherein the stacked generator assembly includes a second AC source.   
   
**Regarding claim 8**. (canceled)   
   
**Regarding claim 9**. An electric drive train according to claim 1, wherein a subset of the electric generator elements are Direct Current (DC) power generators.   
   
**Regarding claim 10**. An electric drive train according to claim 1 wherein the rechargeable energy storage system is configured to supply power during times of dynamic power demands of a connected load.   
   
**Regarding claim 11**. An electric drive train according to claim 10 wherein the one or more power sources has a power production capacity and wherein the rechargeable energy storage system is configured to supply additional power during times when the dynamic power demands exceed the power production capacity of the one or more power sources.   
   
**Regarding claim 12**. An electric drive train according to claim 1 wherein the rechargeable energy storage system is configured to supply power during times of power supply failure.   
   
**Regarding claim 13**. An electric drive train according to claim 1, wherein the one or more matrix converters modify one or more of a frequency, shape, or duty cycle of the second subset of power signals.   
   
**Regarding claim 14**. An electric drive train according to claim 1 wherein at least one of the power sources supplies power to at least one power supply branch of both the first and second sub sets.   
   
**Regarding claim 15**. (canceled)   
   
**Regarding claim 16**. An electric drive train according to claim 1 wherein the plurality of electric motor elements are stacked together to define a stacked electric motor assembly.   
   
**Regarding claim 17**. An electric drive train according to claim 1, wherein the second subset of power branch distributes a majority of power from the one or more power sources to the electric motor elements when power demands fall within a predetermined power range.   
   
**Regarding claim 18**. An aircraft having a rotor or propeller shaft and an electric drive train according to claim 1, wherein the rotor or propeller shaft are driven by the plurality of stacked electric motor elements.   
   
**Regarding claim 19**. An aircraft according to claim 18 wherein the first subset of power supply branches exclusively distributes power to the electric motor elements during any part of the flight domain and during power source failure of the aircraft.   
   
**Regarding claim 20**. An aircraft according to claim 18, wherein a distribution of power carried by each subset of the power supply branches is a function of a flight domain.   
   
**Regarding claim 21**. A method of distributing power from one or more power sources to an electric motor assembly, the electric motor assembly including a plurality of stacked electric motor elements, the method including:  
(i) defining first and second power supply paths for respectively transmitting first and second power signals between the one or more power sources and the electric motor assembly, wherein:  
the first power supply path including one or more motor controllers feeding a first subset of the electric motor elements and a rechargeable energy storage system configured to store energy of the first power signal as stored energy, and to selectively supply the stored energy to the one or more motor controllers to feed at least one of electric motor elements; and  
the second power supply path including at least one matrix converter system operating in an AC-AC mode configured to modify the second power signal to provide a modified second power signal to at least one of the electric motor elements; and  
 (ii) selectively distributing electric power from the one or more power sources to the electric motor assembly via the first and second power supply paths.   
   
**Regarding claim 22**. A method according to claim 21 wherein step (ii) includes selectively adjusting the distribution of power transmitted along each path based on operating demands of the electric motor assembly.   
   
**Regarding claim 23**. A method of feeding an electric drive train according to claim 1, the method including the steps of:  
(i) determining-operational demands of a load connected to the motor assembly; and (ii) selectively adjusting the distribution of power transmitted along first and second subsets of the power supply branches based on the operational demands of the load.