

## Scared Jackrabbit:

# XC-142 COMPLETES FIRST FLIGHTS

Like a "scared jackrabbit," the LTV-Hiller-Ryan XC-142A roared down a Texas runway Sept. 29 on its maiden flight, and then repeated the "excellent performance" a few days later.

With wing tilted back 10 degrees, the XC-142A was off in 1700 feet—using only 60 percent of power—and rapidly climbed to 10,000 feet at 3000 feet per minute.

Before it used 1000 feet of runway, the world's largest VTOL transport had topped 100 mph.

"With all its surplus power, this airplane goes like a scared jackrabbit—it feels like it wants to run out from under you," test pilot John Konrad reported.

The ship's four turboprop engines develop a total of 11,400 hp, better than one hp per four pounds of gross weight.

At altitude, the wing was returned to horizontal position where it remained for most of the 38-minute flight. Top speed was 175 mph.

"Actually, we only toyed with it," Konrad said.

It's capable of exceeding 400 mph, and can climb at 6800 fpm. In fact, with one engine out, it climbs at 3520 fpm—520 feet better than was attempted with all engines during the first flight.

Landing at 80 mph, with wing



again tilted 10 degrees, the XC-142A rolled to taxi speed—without using brakes—within 1000 feet.

Konrad reported the airplane responded to controls smoothly throughout the flight, demonstrating excellent characteristics. It was "extremely" aerodynamically solid, and all systems operated "excellently."

On Oct. 5, the XC-142A was again taken aloft. It left the ground at noon, and flew for an hour. At 10,000 feet, the aircraft was slowed down to 80 mph for slow-speed tests.

A simulated aborted landing was made, followed by a planned go-around the field.

Prior to the first flight, a 13-man Hiller team worked around the clock for five days in Dallas, tearing down and inspecting the transmission system of another XC-142A that had just completed a 50-hour tie-down test program. Close examination of



components was required before actual flight tests.

Team members, accompanied by Les Britton, XC-142A project manager, and Dewey Thiessen, VP-engineering, included Will Gill, Elly Kuhns, Wes Gandy, Dave Sasaki, Stan Nelson, Gary Patterson, Ronald Stadler, Jim Johnson, John Spencer, Earl Proctor, Charley Hatley, John Sandmark, and Robert Fleming.

Meanwhile, at Hiller's XC-142A Propulsion Integrated Test Stand (PITS) on Moffett Field, both the tri-directional and pivot gear boxes have completed 50 hours of test. Total time at PITS now stands at 100 hours, with 30 hours accumulated in the time-between-overhaul program started Sept. 18. About 450 hours are scheduled, with 150 needed to complete the TBO phase.

The third flight is scheduled in Dallas this week.

## New VP-Ops, Chief Engineer Named

Two key positions, one in manufacturing and the other in engineering, were filled last month.

Donnell Rhody, formerly director of programs for Fairchild Hiller's Aircraft-Missile Division in Maryland, was appointed Hiller VP-operations.

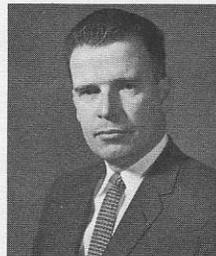
Herbert F. Moseley, instrumental in the design and development of the OH-5A, was promoted to chief engineer.

Rhody, 39, joined Fairchild in 1961 as manager of project planning. Early in 1962 he was moved up to director of project planning, and later the same year was promoted to director of programs.

In this latter position, he managed Fairchild's many subcontract programs, including work on the F-105



RHODY



MOSELEY

At Hiller, Rhody now has overall responsibility for procurement, manufacturing, flight test, and production and tool planning.

Moseley, 42, has been assigned to project management of every production model Hiller aircraft developed during the past eight years.

He joined Hiller in 1955 as a

copter. Before the year was out, he headed engineering efforts on two experimental programs, and in 1957 was named project engineer for OH-23D development — Hiller's most important helicopter production program at that time.

A rated helicopter pilot, he has overseen development of the Hiller 12E, E4, OH-23F, OH-23G and the company's new "L" series.

His experience with the OH-23 series—the D model of which was the first helicopter designed for 1,000-hour component lives—led to his managing the OH-5A program at the outset of the Army's still-current Light Observation Helicopter (LOH) competition.

Shortly after award of the OH-5A development contract to Hiller in