

XC-142A MAKES FIRST HOVER FLIGHT

Important Milestone In Vertical Take-off

DALLAS, TEX.—The XC-142A, the big, tri-service V/STOL transport for which Ryan designed and built the fuselage and other major components, passed one of its most important milestones last week when it performed its first vertical take-off and hover flights at the Ling-Temco-Vought plant here.

Both LTV and air force officials described the flights as highly successful. "With this achievement, there's little doubt the airplane can go ahead to perform the type of mission for which it was designed," Lyman C. Josephs, LTV program director, said.

Ling-Temco-Vought was the prime contractor in production of five XC-142A's, world's largest V/STOL, capable of taking off vertically like a helicopter and yet fly at speeds of more than 450 miles an hour. Ryan and Hiller Aircraft Co. of Palo Alto teamed with LTV in the project.

"The airplane performed in an outstanding manner," John Konrad, chief test pilot, said. "Stability and controllability were extremely good and power required was what we expected. There's no question in my mind that we have a fine, vertical-performance airplane here."

The XC-142A is a tilt-wing, deflected slipstream airplane which performs vertical flight by tilting its wing and engines upward while the fuselage remains level. When the desired altitude is reached, the

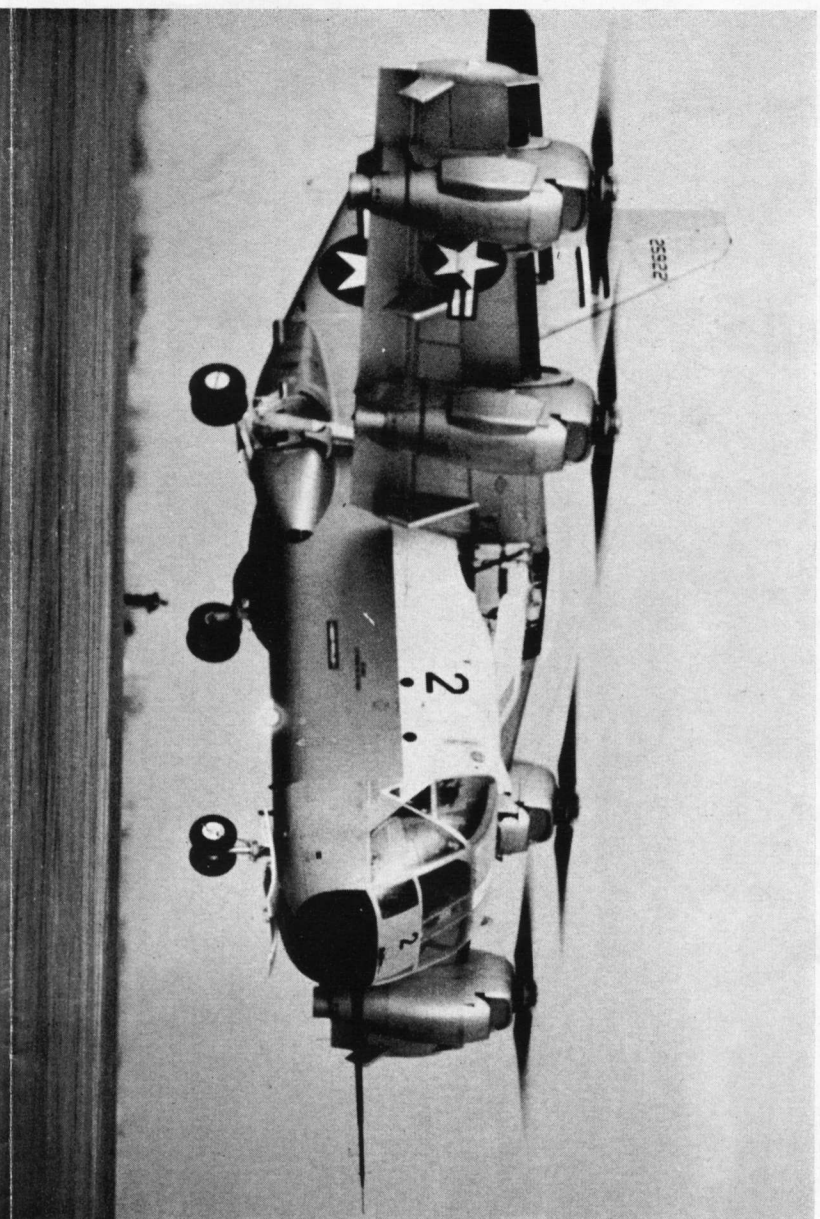
wing and engines are tilted forward and the airplane gains forward speed to operate like a conventional airplane.

With this capability, the V/STOL can rush to a remote area, use small clearings for landing and take-off operations and deliver troops and supplies where they are needed rather than where airport facilities dictate. Its speed, range and vertical operation features make it particularly well suited to rescue and mercy missions.

Commercially, it holds promise of direct city-center transportation, avoiding long drives from an airport and opening up aerial service to smaller cities which cannot afford costly airport installations.

The XC-142A is the first V/STOL developed by the United States for evaluation as an operational airplane as opposed to experimentation as a flight research vehicle.

As such, it will be used by the military to evaluate V/STOL operations for the future and will help determine the course the nation's V/STOL program takes.



FIRST VERTICAL TAKE-OFF AND HOVER FLIGHT was made last week by XC-142A tri-service V/STOL transport, for which Ryan built fuselage, wing and other components. Note skyward-pointing wing and engines of world's largest military aircraft of its kind during historic hop at Dallas, Tex. plant of prime contractor, Ling-Temco-Vought.

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