



Osprey completes final shipboard developmental testing

By Ward Carroll, NAVAIR (V-22)
Public Affairs Officer

The V-22 Integrated Test Team conducted Shipboard Suitability Phase IVc for ten days beginning on November 12. This was the fourth and final underway period for the ITT since the program's return to flight in May of 2002. Phase IVc's successful completion was an important step on the path toward the Osprey's operational evaluation early next year.

The primary objective of this phase was to complete interaction testing between a V-22 parked on the flight deck and another V-22 hovering in front of it. Additional test objectives included flight envelope expansion for

all port side landing spots aboard the LHD, developing a night short takeoff envelope, and evaluating the latest flight control software version.

"The team was able to get a lot done during our time underway," said Bill Geyer, the ITT's lead shipboard suitability engineer. "The data we gathered will help us close the book on MV-22 shipboard developmental test. We've given the operational testers and, in turn, the fleet the tools for success at sea."

While the ITT was busy working on the Wasp's flight deck, a group of maintainers from VMX-22, the V-22 operational test and evaluation squadron based at MCAS New River, were in the

hangar bay conducting maintenance demonstration testing. Tests included removing both engines, jacking the aircraft and cycling the landing gear, and removing prop-rotor hubs and blade assemblies. The VMX-22 team's findings will serve them well during the squadron's upcoming operational evaluation.

Geyer was quick to attribute the ITT's success to their hosts. "The Wasp was excellent," he said. "The bridge team went out of its way to get us the winds we needed, and the Air Department was always willing to go the extra mile to get the job done for us. Overall, it was the best experience I've ever had at sea while conducting tests."

Strategic Objectives

(Revised 10 Nov 2004)

- Focus on Safety and Quality
- Keep Weapon System Relevant to the Warfighter
- Achieve a Balanced Total Ownership Cost Reduction Program
- Achieve Price Reduction to \$58M or Below for MV by 2010 (TY\$)
- Obtain Multi-Year Contract Award in FY'08
- Achieve MV Initial Operational Capability (IOC) in 2007; CV IOC in 2009
- Optimize Processes, Tools, & Training
- Expand the Customer Base

2005 Program Goals

(Revised 10 Nov 2004)

- Take Care of Our People
- Execute Program with Zero Mishaps and Injuries
- Deliver ___ Quality Aircraft (based on 04 deliveries pushed into 05)
- Obtain Full Rate Production Authorization
- Maintain FY08 Multi-Year Procurement
- Define & Implement 2005 Process Improvement Plans
- Achieve Affordability Targets
- Execute New River and Kirtland Stand-ups
- Develop and Implement Plan to Reduce Total Ownership Cost



V-22s conduct the final series of developmental tests aboard USS Wasp (LHD 1) steaming off the Maryland coast. (Photo by PH1 Theresa Ellison)



PM Perspective: Open and Honest Communication

By Mike Tkach
Vice President, Program Director
V-22 Program Office, Pax River, MD

In this and in future Osprey Facts, I plan to address elements of our Program's Strategic Objectives, Guiding Principles or Goals as well as other pertinent aspects of our program. This month, I'd like to address Open and Honest Communication.

In an organization as complex and geographically dispersed as the V-22 program, effective communication throughout the team is a constant challenge that must be overcome to enhance the process which leads to good decisions. Open and Honest Communication helps foster the trust that is so essential to achieving success. This is especially critical as we progress down the road to OPEVAL, Full Rate Production and beyond. We have come a long way in promoting open and honest communication, throughout the JPO and the sites, and also within our customer and supplier communities. Exercising candid communication has certainly helped us develop more timely and accurate solutions to difficult issues.

The future of the V-22 is bright, but we can expect significant new challenges as the program matures. To better prepare us to meet these challenges, the

V-22 Leadership Team recently met in Norfolk to refine our Strategic Objectives and establish our 2005 Program Goals. Having team members gathered from the different sites – Pax River, Philadelphia, Fort Worth, Amarillo, Edwards and New River – provided a unique opportunity to bring together everyone's experience and perspective while we focused for forty-eight hours to establish next year's objectives and goals. The task ahead for our entire team is to make sure each of us fully embraces our Guiding Principles and a commitment to accomplishing the Strategic Objectives and 2005 Goals.

On the front page of this issue of Osprey Facts, you will find the 2005 Program Goals and the longer-range Strategic Objectives that we developed at this year's off-site. These will be our focus for the coming year as the V-22 Program successfully completes OPEVAL this summer and we earn a full-rate production decision from DoD in the Fall.

Together, with the continued determination of everyone associated with the V-22 program, I'm confident that we can overcome any obstacles to accomplish our goals.

Enjoy the coming holiday season. Have fun and be safe!!

News and Notes

Osprey test pilot wins MCAA honors

On September 18 Lt. Col. Kevin Gross, USMC, was awarded the Marine Corps Aviation Association's James Maguire Award for 2004. The award, named in honor of Gunnery Sergeant James Maguire, the first enlisted Marine ordered to aviation duty, was presented to Lt. Col. Gross in San Diego during the association's annual banquet. The Maguire Award is given each year in recognition of the most significant professional contribution made to enhance Marine Aviation by either Marine Aviation personnel or a Marine Corps squadron.

The citation for the award notes that in his capacity as V-22 Government Flight Test Director, Lt. Col. Gross "was responsible for the highly successful accomplishments of all development tests and flight test prerequisites for entry into operational assessment of the MV-22. Additionally, his brilliant technical competence, superb performance of duty, and unequalled leadership skills were dominant factors that contributed to a renewed confidence in the V-22 program at the highest levels of the Department of Defense. The total dedication and professional judgment of Lt. Col. Gross have helped shape the future of Marine Aviation, paving the way for this transformational technology in the 21st Century, and providing warfighters with a capability that will be vital to the defense of the nation."

Lt. Col. Gross, whose fleet experience includes flying AV-8B Harriers during Desert Storm, recently left the ITT and has assumed duties as deputy MV-22 IPT lead at PMA-275, the V-22 Joint Program Office at NAVAIR.



(Photo by Randy Teufel)

Team Osprey Executive Review

In early October, the V-22 JPO hosted



a Team Osprey Executive Review in New Bern, North Carolina which was followed the next day by a visit of Team Osprey members to MCAS New River. All 13 of the Team Osprey suppliers were in attendance at the event. Team Osprey consists of Bell-Boeing and 13 key program suppliers. It was formed several years ago for the purpose of “developing strategies and implementing actions necessary to maintain public and legislative support for the V-22 Osprey program in furtherance of its production, development and support plans”. Team Osprey includes: BAE Systems, EFW, Engineered Fabrics Corporation, General Dynamics Advanced Information Systems, Honeywell, ITT Industries, Middle River Aircraft Systems – General Electric, Moog, Northrop Grumman, Raytheon, Rolls-Royce, Smiths Aerospace and Vought Aircraft.

Along with discussions by JPO Leadership on program priorities, presenters included VMX-22, VMMT-204 and the Fleet Support Team. At New River, Team Osprey was able to spend time talking with instructors in the Maintenance Training Facility and Full Flight Simulator Facility. The event concluded with a visit to the flight hangar to see the aircraft and talk to maintainers about specific products provided by Team Osprey members. Supplier feedback from the event was very positive, e.g., there is “Nothing like getting out to see the people that use the product and being able to feel and touch the final product.”

Osprey is key for Special Operations

By Lieutenant Katherine L. O'Neill
MCAS New River Joint Public Affairs Office
September 13, 2004 — Lieutenant General Michael W. Wooley, commander Air Force Special Operations Command, flew the Osprey for two hours on September 10 and said it was a transformational leap.

“The Osprey can be characterized as the best of everything I have ever flown all rolled into one,” said Wooley, a command pilot with more than 4,000 flight hours in nine different aircraft. Wooley also said the Osprey’s ability to self deploy and convert from airplane to vertical takeoff and landing (VTOL) mode is part of what he envisioned to support special operations.

Wooley flew a familiarization flight from New River, home of Marine Tiltrotor Test and Evaluation Squadron-22, and saw some of the Osprey’s unique capabilities. He practiced hovering as well as approaches, converting from airplane to VTOL mode and en route maneuvers.

From May 1997 to July 1998, Wooley

served as Vice Commander of AFSOC, located at Hurlburt Field, Fla., and saw early production of the Osprey. He said he was excited about its capabilities and technology then, and still is.

Two AFSOC units are involved with the Osprey, Detachment 1 of the 18th Flight Test Squadron, which flies the CV-22 at Edwards Air Force Base and Detachment 2, which flies the MV-22 here at New River and at Naval Air Station Patuxent River, MD.

The Detachment 2 Air Commandos and Marines of VMX-22 continue to work together to thoroughly test the capabilities of the Osprey. They have completed more than 1,300 flight hours and are scheduled to begin their Operation Evaluation in January.

“The joint team effort with the Osprey program is a true testament of the military services,” said Wooley, “As aviators and military personnel, we speak the same language, and we have similar missions and common values.”



Lieutenant General Michael W. Wooley, commander Air Force Special Operations Command, flew the Osprey for two hours Sept. 10 and said it was a transformational leap. Wooley visited Marine Tiltrotor Test and Evaluation Squadron-22, which includes 10 Airmen from AFSOC and is located at Marine Corps Air Station New River. (Photo by Marine Lance Cpl. Michael E. Angelo)

Osprey Facts is published by The Boeing Company and Bell Helicopter Textron. Editor-in-chief, Kirsti Dunn (E-mail: kirsti.dunn@boeing.com). Information contained herein is compiled from unclassified sources and does not represent an official position of either of the companies. Comments or suggestions should be forwarded to: Kirsti Dunn, V-22 Joint Program Office, PO Box 70, Patuxent River, MD USA 20670. Tel (301) 866-2419. Back issues may be found, along with other data on the Osprey program, at <http://www.boeing.com/rotorcraft/military/v22/>

Osprey gives ANGLICO a lift

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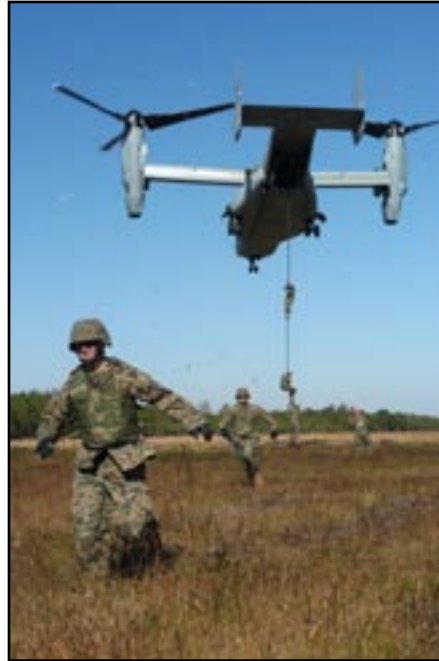
November 8, 2004. Marine Corps Base Camp Lejeune, N.C. — The wind was crisp but the sun was warm as the helmet and flak jacket clad Marines of 2d Air & Naval Gunfire Liaison Company (ANGLICO), II Marine Expeditionary Force, waited with anticipation. In the distance, the Marines could hear the sound of propeller blades as they cut through the morning air and soon the distinctive silhouette of the V-22 Osprey Tilt Rotor Aircraft appeared over the tree line.

When the plane touched down at Landing Zone Pheasant, two sticks of Marines raced aboard the aircraft before it hovered back off into the horizon. Then, out of nowhere, the Osprey appeared again. The back hatch opened and twelve young Marines slid down the long red rope hanging out the back, as if they were sliding down a fire station pole. They immediately rushed to the “rally point” and made sure every Marine was accounted for.

This scenario was part of the training that 2d ANGLICO recently participated in. Along with the help of Special Operations Training Group (SOTG) instructors, the Marines

of ANGLICO were focused on testing the capabilities of the Osprey.

“This (the Osprey) is a fairly new aircraft. Our job is to certify it as safe,” said Gunnery Sgt. Jim M. Boutin, SOTG instructor and



ANGLICO and SOTG: training together to keep our Marines in the fight. (Photo courtesy of USMC)

Haverhill, Mass. Native. “All the info and data will be sent higher and they will make the call on it.”

The intent of the training was to find out how the Osprey handled under any circumstance. “It’s best to test the Osprey in as near real conditions as possible with the Marines that will be using it to determine whether or not it will be viable,” said Gunnery Sgt. Scott R. McCarthy, SOTG instructor and Lake City, Fla. native.

Even though this wasn’t the first time fast roping was tried on the Osprey, it is, however, the first time for the ANGLICO Marines to try it. “I wanted to do this for the experience of it,” said LCpl. Brian D. Salisbury, fire support, 2d ANGLICO.

Part of ANGLICO’s mission is to be ready for any situation, whether it be fast roping out of an Osprey or parachuting into a war zone. “There’s nothing like waking up in the morning and wondering if you are going to make it back alive,” said Salisbury, a Stafford, Va. native. “I don’t think the Marine Corps would put us up there, though, unless it was safe.”

“The training was important for us to do because it showed the aircraft was a feasible platform for fast rope operations,” said Boutin. “The operation was successful because we got to conduct operations from that platform without incident.”

Osprey takes to the desert

By First Lieutenant Katherine L. O’Neill
MCAS New River Joint Public Affairs Office

September 30, 2004 — Members of Marine Tiltrotor Test and Evaluation Squadron- 22 are currently testing the V-22 Osprey in similar environments to Iraq.

The squadron, with four aircraft, traveled to Nellis Air Force Base, Las Vegas to assess operations in the austere environment and develop tactics, techniques and procedures as well as conduct pilot and aircrew proficiency training for their Operation Evaluation, which begins in early 2005.

“The goal is not only to develop tactics, techniques and procedures but also to deploy as a unit,” said Marine Lt. Col. Christopher C. Seymour, Chief Operational Test Director for VMX-22.

Seymour, a native of Houston, Texas, and the officer in charge of the detachment said this deployment is a great orientation for Marines and Airmen who are junior to aviation and to the service to perform in an environment they do not work in on a daily basis.

“This deployment is a chance for our squadron to prepare for our OPEVAL,

where we will have twice the amount of aircraft and spend up to five months testing in every clime and place,” said Seymour, “Over the next two weeks, our pilots will train and become competent in flying the Osprey in an austere environment, which is nothing but goodness.”

Airmen from Patuxent River, Md. and Edwards Air Force Base, Calif. are also training in this austere environment with the Marines.

“It is essential Airmen be involved in this training because the CV-22 is 85 percent common to the MV-22, said Air Force Master Sgt. John J. Lysaght, Maintenance Superintendent for Detachment 2 of the 18th Flight Test Squadron located at New River.

The CV-22 is the MV-22 with additional equipment such as radars, an electronic warfare platform and a Directional Infrared Counter Measures system.

Lysaght, native of St. Louis, said the Airman maintainers are working with the Marines and learning about the Block A configuration of the MV-22. The Airman then can take their experience and lessons learned back to their units and train other

Airmen. Lysaght said the Air Force will begin their OPEVAL in 2006, and this deployment is a chance for them to prepare. “It is an opportunity for them to pare and tailor their pack up list,” said Lysaght.

The squadron will return home mid-October and continue to prepare for their OPEVAL.



A V-22 from Marine Tiltrotor Test and Evaluation Squadron-22 operating near Nellis Air Force Base, Las Vegas where the squadron is assessing aircraft performance in austere environments. (Photo by Marine Chief Warrant Officer Brook R. Kelsey)