

# Bell Boeing Tiltrotor Team's **OSPREY FACTS**

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## **Bob Kenney Named Vice President of V-22 Joint Program Office**

NAS Patuxent River, Md.,  
January 31, 2005

**B**ob Kenney has joined Bell Helicopter as vice president of the Bell Boeing (NYSE: BA) V-22 Joint Program Office, replacing Mike Tkach, who was named vice president of Boeing's Army Rotorcraft Systems based in Philadelphia.

As the leader of the joint Bell Boeing Leadership team, Kenney will report directly to both John Lockard, Boeing, vice president and general manager, Naval Systems and John Bean, Bell Helicopter, sr. vice president, Government Business Unit. His appointment is part of the planned rotation of the V-22 Joint Program Management leadership between Boeing and Bell Helicopter and will be effective Feb. 28, 2005.

"Rotating this position between Boeing and Bell Helicopter illustrates the true jointness of the V-22 Program," said Lockard. "We look forward to a seamless transition as Bob helps the team remain focused on the challenges that lay ahead."

In the weeks ahead, Kenney will work closely with Tkach and the other V-22 joint program personnel to affect a smooth leadership transition. It is Bell Boeing's intention to announce the selection for the deputy position in the near future. John Buyers, current V-22 program deputy director, will remain in the joint program office reporting to Kenney until he can transition those responsibilities.

"We are very fortunate to get Bob Kenney on our team," said John Bean, Bell sr. vice president. "He is an enormously talented professional who brings over 30 years of aerospace experience to help us take the V-22 to full rate production."

Kenney most recently was a vice president at Sikorsky where he held key leadership positions over the past 25 years in program management, business development and marketing. He is retired from the US Marine Corps where he

held the rank of Colonel with extensive Marine aviation experience piloting the CH-53, CH-46 and UH-1N aircraft. A Naval Academy graduate, Kenney also holds an MBA from the University of Bridgeport, a Program Management Development certificate from Harvard Business School, and a System Engineering Certificate from MIT, and is a certified EVMS instructor.

Bell Helicopter, a subsidiary of Textron Inc., is a \$1.6 billion, leading producer of commercial and military helicopters, and the pioneer of the revolutionary tiltrotor aircraft. Globally recognized for customer service, innovation and superior quality, Bell's global workforce of over 7,500 employees serves customers flying Bell aircraft in over 120 countries.

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innovative solutions and services. Textron is known around the world for its powerful brands such as Bell Helicopter, Cessna Aircraft, Kautex, Lycoming, E-Z-GO and Greenlee, among others. More information is available at [www.textron.com](http://www.textron.com).

A unit of The Boeing Company, Integrated Defense Systems is one of the world's largest space and defense businesses. Headquartered in St. Louis, Boeing Integrated Defense Systems is a \$27 billion business. It provides network-centric systems solutions to its global military, government and commercial customers. It is a leading provider of intelligence, surveillance and reconnaissance systems; the world's largest military aircraft manufacturer; the world's largest satellite manufacturer and a leading provider of space-based communications; the primary systems integrator for U.S. missile defense and Department of Homeland Security; NASA's largest contractor; and a global leader in launch services.



VMX-22 shipboard operations aboard the USS Kearsarge. (U.S. Navy photo by Photographer's Mate Airman Dexter Roberts)



## PM Perspective: Act as One V-22 Team

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

As we begin one of the most important and challenging years in the history of the V-22 program, I think it's important to reflect on some of the accomplishments of 2004, which include:

- The Integrated Test Team flew nearly 900 hours and completed all the Developmental Testing needed for OPEVAL
- The Contracts Team worked incredibly hard to get Lots 7 and 8 definitized and Lot 9 mod was executed at a unit recurring flyaway price below the current affordability target
- The Training Team delivered the V-22 Electronics Maintenance Trainer seven weeks early and 3,000 hours under budget
- The program completed a successful DAB in mid-July
- Team Osprey had a pavilion at the Farnborough Air Show which proved to be a great forum for providing an update of the program to the international community.
- Throughout the year, VIP flights were provided to: SECNAV Gordon England, SECAF James Roche, Army Gen Bryan Brown, USAF Gen John Jumper, USAF LtGen Michael Wooley. Gen Brown also performed a HALO out of one of the aircraft
- The American Helicopter Society presented the 2004 Grover Bell Award to the MV-22 ITT
- MCAA presented LtCol Kevin Gross, previous Government Flight Test Director with its 2004 MCAA James Maguire Award for Exceptional Achievement
- The JPO hosted Media Expo '04 at MCAS New River with more than 20 media outlets attending

These accomplishments couldn't have happened without our resolute commitment

to one of our key Guiding Principles – Act as One V-22 Team. Together, as one team dedicated to the success of the V-22, we can overcome any obstacles set before us.

This is my last opportunity to share my thoughts with you in this medium. At the end of February, I will be moving to a new position within Boeing as the vice president of Boeing's Army Rotorcraft Systems, based in Philadelphia. As the time of this move approaches, I have found myself reflecting on the five years that I have led the Bell Boeing V-22 program. I am exceedingly proud of the progress we have made and that you will continue to make in delivering the absolute best Osprey to our ultimate customer – The Warfighter. We have had significant challenges to overcome during the past few years and we have worked together as one team – Bell Boeing, our suppliers, and Government – to meet those challenges head on and to keep the program on track toward a successful OPEVAL and full-rate production milestone.

It has been a rare privilege to lead such a great team in the development and production of an affordable and effective V-22 aircraft which has the most unique capabilities of any aircraft in the world. Now it is time to turn over the reins of the program to my very capable successor, Bob Kenney, who is joining the Joint Program Office from Bell Helicopter. I am confident that you will give him the same level of support and commitment that you have given me over the past five years.

As I said in the last issue of Osprey Facts, the future of the V-22 is bright and I am fully confident that, with the continued determination of everyone associated with the V-22 program, you will accomplish our vision of the program – “One Team Working with Mutual Trust and Respect to Provide an Effective, Suitable and Affordable V-22 Weapon System to the Warfighter.”

## News and Notes

### Boeing Rotorcraft Systems VP named

Boeing Army Systems Vice President and General Manager Roger Krone announced January 26 that Mike Tkach has been appointed vice president of Boeing Rotorcraft Systems, effective Feb. 28. Tkach will have responsibility for all Army Systems rotorcraft programs and supporting functional activities in Philadelphia and Mesa, Ariz. Tkach succeeds Pat Shanahan, who was recently named vice president and deputy general manager of Boeing Missile Defense Systems. Tkach most recently served as vice president and V-22 Program director for the Bell Boeing Joint Program Office (JPO) at Naval Air Station Patuxent River, Md.

### V-22 test team completes sea trials

The V-22 Integrated Test Team (ITT) successfully completed shipboard suitability testing Nov. 22 aboard the USS Wasp. The team used three aircraft, nos. 10, 21 and 23, to fully test a phenomenon called “uncommanded roll-on-deck,” or how an Osprey on a flight deck reacts to the downwash of another aircraft hovering in front of it. A fourth aircraft, no. 22, completed all planned Below Deck Heavy Maintenance evaluations. The 10-day tests also expanded the Osprey's flight envelope for night takeoffs and improved V-22 pilot proficiency.



Two V-22 Ospreys participate in shipboard suitability tests in the Virginia Capes aboard the USS Wasp. The tests marked the team's final at-sea developmental test period.

## News and Notes

### USS Kearsarge hosts VMX-22

Atlantic Ocean (Dec.08, 2004) -- A MV-22 Osprey assigned to Marine Air Test and Evaluation Squadron 22 (VMX-22) prepares to lift off from the flight deck of the amphibious assault ship USS Kearsarge (LHD-3) during flight operations. Kearsarge is conducting landing, launch and recovery training with the Ospreys for VMX-22's pilots.



U.S. Navy photo by Photographer's Mate Airman Dexter Roberts

### Osprey test squadron resumes flight test

VMX-22, the U.S. Marine Corps V-22 operational test and evaluation squadron, resumed flight operations on Feb. 7 after halting flights in January to incorporate reliability modifications. The fleet experienced prop rotor gearbox chip light indications that occur when sensors pick up small bits of metallic matter in the engine lubrication system. While not a safety-of-flight issue, the warnings require crews to land as soon as possible. In each of the incidents, the crews landed without harm. The Feb. 4 arrival of aircraft no. 57, already equipped with the reliability upgrades, has enabled VMX-22 to resume flying while it installs replacement parts on the remaining aircraft. Aircraft no. 57 is the last of eight aircraft reserved for the pending operational evaluation.

**The V-22 Joint Program Office's public web site has been given a new look for 2005. Check <http://pma275.navair.navy.mil> for the latest news, stats, photos, and other information on the revolutionary V-22 Osprey.**

## Three's company for V-22 Program

Wednesday, December 8, 2004 -- V-22 employees in Philadelphia made program history on December 8th by celebrating the first-ever triple fuselage delivery. The aircraft—nos. 65, 66 and 1006—shipped together on a C-5 cargo jet Dec. 16 to industry partner Bell Helicopter in Amarillo, Texas, where they will be mated with the tail and wing in final

assembly. "This unprecedented event marks the end of a successful year in which we delivered 13 fuselages on schedule and under budget," said Dan Korte, Boeing V-22 program manager. "Our customers value our ability to meet and exceed their expectations. Time and again, the V-22 team responds with speed, quality and enthusiasm."



Several hundred V-22 program employees in Philadelphia gather for a photo December 8th with the three fuselages

## V-22 test team has good year in 2004

**T**he V-22 Osprey Integrated Test Team flew nearly 900 hours in 2004 and conducted two successful at sea deployments which included roll-on-deck interaction testing, day/night short takeoffs and flight envelope expansion. The ITT also completed all the developmental testing needed for the upcoming Operational Evaluation and completed a very successful combined operational/development test austere environment test period at Nellis Air Force Base in Nevada. In November, members of the ITT deployed to Halifax, Nova Scotia, for a second phase of aircraft icing testing with the goal of completing development and validation of the

icing protection system. This test period will include extended tests at all nacelle angles, degraded modes testing and a combined DT/OT period in the February timeframe. Once fully tested, the V-22 will have a level of anti-ice/de-ice capability unmatched by any other rotorcraft currently in operation.



# Marine pilots land Ospreys on Kearsarge

By Journalist 2nd Class (SW) Robert Keilman  
USS Kearsarge Public Affairs  
December 14, 2004

ABOARD USS KEARSARGE, At Sea (NNS) -- For the first time, the amphibious assault ship USS Kearsarge (LHD 3) conducted landing operations with the MV-22 Osprey.

The landing operations, which took place Dec. 7-13, was an effort to qualify 23 Marine Corps pilots from Marine Tilt Rotor Test and Evaluation Squadron (VMX) 22 on day deck landings, as well as to provide a "foundation" of experience for future operations.

"These operational landings are not only giving us a foundation for operations in the fleet, they're also giving us time to find things that we don't like about the Osprey and what we want done differently," said Marine Corps Maj. Robert Freeland, an Osprey pilot and the assistant operations officer for VMX-22, located at Marine Corps Air Station New River, Jacksonville, N.C.

To complete their qualifications in accordance with the Marine Corps Training and Readiness Manual for air

crew, the pilots performed a minimum of five landings on the ship's port side of the flight deck; two spots on the forward end of the flight deck (spots two and four); and two on the aft section (spots seven and nine). In addition to their qualification, the pilots performed a minimum of two short takeoffs.

Of all the landing spots on the flight deck, spot seven is considered the most challenging of the four spots because of its location near the ship's island, which narrows the landing space for the aircraft. However, with the skill of the pilots and the ship's flight deck crew, the operation encountered no problems.

"Before the operation began, the flight deck crew was a little skeptical about the safety of the operation, because of all the news reports of incidents and accidents that occurred with the Osprey four years ago," said Senior Chief Aviation Boatswain's Mate (Handling) (AW) Robert Sacks, Safety Department leading chief petty officer on board Kearsarge. "However, I think the operation went well, and I feel everyone else agrees."

The Osprey was introduced to the Marine Corps in September 1999 to replace the CH-46E and CH-53D medium lift helicopters, but was put on hold during its testing phase after a mishap in 2000 killed 23 Marines. Since that time, Bell Helicopter Textron and Boeing have redesigned the aircraft, making it both lighter and safer.

The Osprey can now carry up to 24 combat-equipped personnel or a 15,000-pound load. It can vertically take off like a helicopter, then rotate its engines 90 degrees, turning into a turbo-prop aircraft that can travel at speeds over 240 knots.



## II MEF Marines try out Osprey

Cpl. Lana D. Waters

U.S. Marine Corps Combat Correspondent  
II Marine Expeditionary Force Public Affairs  
December 3, 2004

MARINE CORPS BASE CAMP LEJEUNE, N.C. -- "It's amazing!" were the first words spoken by Lance Cpl. Junior M. Bazile, a Marine Air-Ground Task Force planner for II Marine Expeditionary Force, after he took his initial flight in the V-22 Osprey Tilt Rotor Aircraft.

On Friday more than two-dozen Marines from II MEF received this unique opportunity to see what kind of capabilities the Osprey has. Two sticks of Marines, from Colonel to Lance Corporal, took the half-hour long flight around the base in both helicopter and tilt rotor mode to get the full effect of the plane. The majority of those Marines were very impressed overall.

"It was very exciting," said Gunnery Sgt. Keith L. Enoch, operations chief for II MEF G-1. "The ride was very smooth and it has lots of speed."

"I wasn't expecting much, just another helicopter, but it's wild. I never knew helicopters could go that fast," said Bazile.

The Osprey rides were also aimed toward getting the Marines familiar with riding in the aircraft since it will be

eventually replacing the CH-46 Sea Knight Helicopter.

"I think it's a good promotion to show that it's a great aircraft and to help with rumor control," said Navy Lt. Christina M. Matos, a Marine Expeditionary Unit action officer, II MEF G-3.

The V-22 Osprey in which the Marines flew has been redesigned to address problems experienced in the past.

"Everybody is looking forward to the switch. I think it's a smart move," continued Matos.

Pilots and crewmembers from Marine Tiltrotor Test and Evaluation Squadron-22 (VMX-22), based at Marine Corps Air Station New River, provided the aircraft to give the Marines an up close look at the Osprey.

"The purpose of being here today is the reintroduction of the V-22 to the fleet and to get the Marines comfortable with the aircraft and it's abilities," said Maj. Rob A. Freeland, assistant operations officer, VMX-22. "The Marines were excited about it's capability. They wanted to get back in and go again."

Freeland was very impressed as well with the feedback he received about the flights.

"We are walking away today with the Marines feeling comfortable, despite the rumors," said Freeland.

Freeland said VMX-22 will also provide Osprey rides for 2d Marine Division and 2nd Force Service Support Group in the upcoming months.



Osprey Facts is published by The Boeing Company and Bell Helicopter Textron. Editor-in-chief, Kirsti Dunn (E-mail: [kirsti.dunn@boeing.com](mailto: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/>