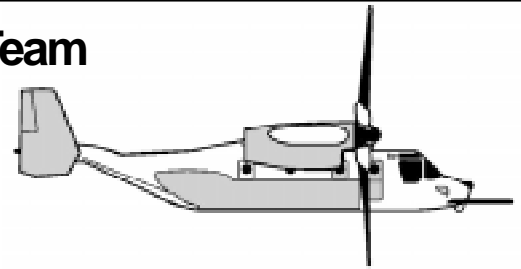


Bell Boeing Tiltrotor Team

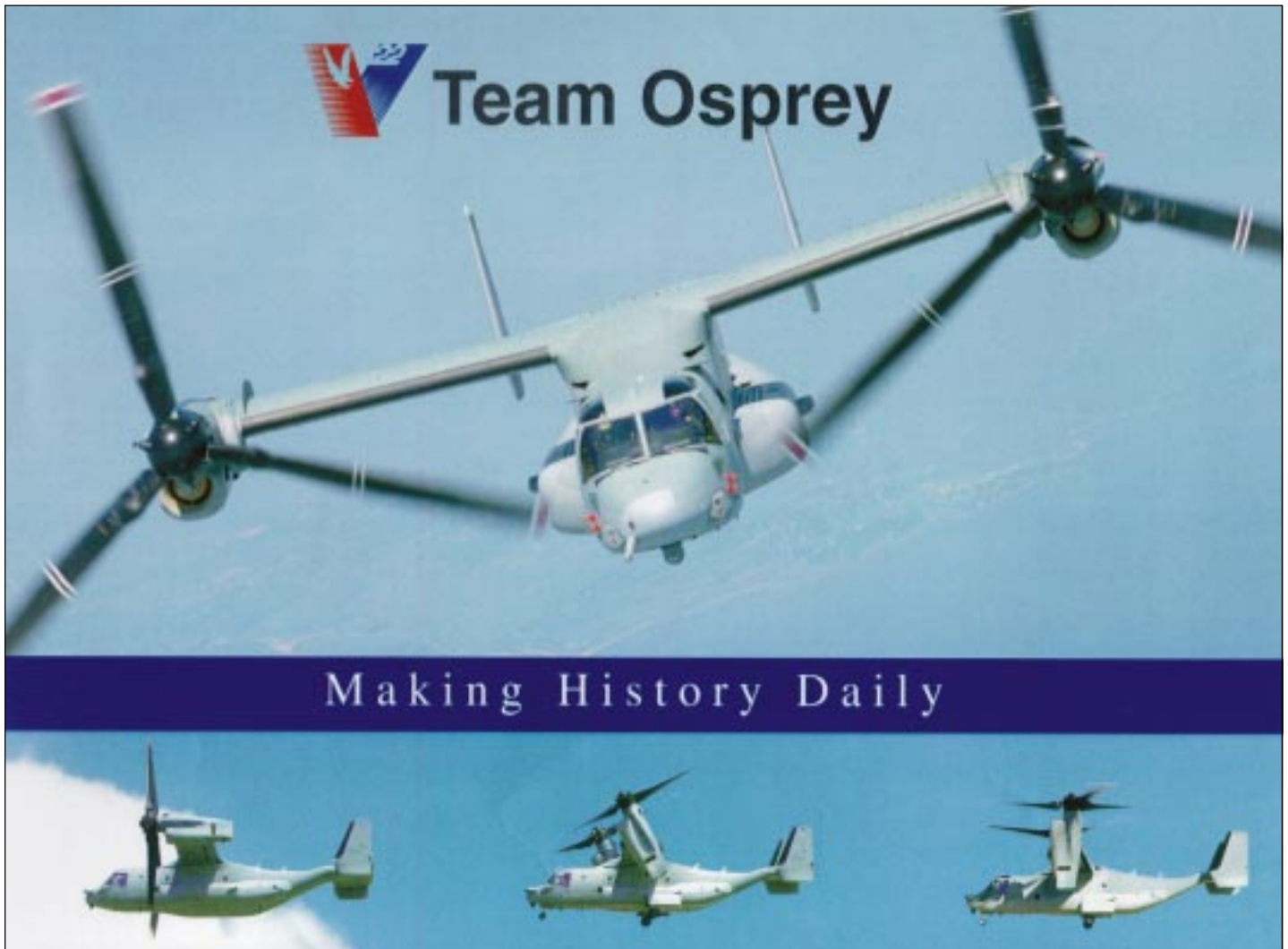
# OSPREY FACTS



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Philadelphia



These images appear on the new Bell Boeing V-22 lithograph developed for UK marketing initiatives. Team Osprey is comprised of the U.S. Marine Corps, U.S. Navy-NAVAIR, U.S. Special Operations and prime contractors Bell Helicopter Textron, Inc., The Boeing Company and supplier team members (see story below).

## Marines to speak at Farnborough Air Show

A press conference is scheduled for July 24, at 11 a.m., opening day at the Farnborough Air Show in Farnborough, England. U.S. Marine Corps Deputy Commandant for Aviation, Lt. General Fred McCorkle, will speak, although the Commandant, General James Jones, is also rumored to be at the meeting in the Team Osprey chalet.

Operational evaluations prevented the Marines from providing an airplane for the air show.

The Marine Commandant and the Chief of Staff of the U.S. Air Force, Gen. Michael Ryan, flew in the first V-22 passenger-carrying flights in June. (See story, page 3)

The team of suppliers responsible for the Chalet at Farnborough Air Show include: Aerospace Composite Technology-GKN (engine air inlets), Barnes Aerospace (rotorblade leading edges), B.F. Goodrich (fuel management units), EFW, Inc. (digital map, flat panel displays, interface units), Engineered Fabrics (fuel feed cells, deicing

equipment), General Dynamics (advanced mission computer), Hamilton Sundstrand (APU, generator, oil pump assembly), IAI-Golan Industries (troop seats), Lockheed (flight control systems) Messier-Dowty (main landing gear, landing gear control units), Middle River Aircraft Systems (wing components), Parker Aerospace (hydraulic modules, ramp actuators), Primex Aerospace (fire suppression), Raytheon (FLIR, IFF, Laser Detection Set), Rolls-Royce (engines), TRW, Inc. (engine controls, wing actuators).

# MV-22 Osprey production aircraft resume Operational Evaluation at China Lake

Operational Evaluation (OPEVAL) of the MV-22 Osprey resumed June 5, at the Naval Air Warfare Center Weapons Division, China Lake, California.

OPEVAL is designed to validate the aircraft's tactical application in support of Marine Corps missions and will continue to be flown by the Multi-Service Operational Test Team (MOTT) pilots. The MV-22's OPEVAL initially began in November 1999 and was temporarily halted following the loss of 19 Marines in a crash at Marana Airport in Tucson, Arizona, April 8.

The MOTT, comprised of Marine and Air Force pilots, aircrew, maintenance personnel, operations analysts and flight engineers, will evaluate the MV-22's readiness to join the fleet.

The fifth Low Rate Initial Production aircraft, from Marine Corps Air Station New River joined OPEVAL at China Lake to enable the MOTT to conduct and complete extensive operationally representative missions with four aircraft. OPEVAL is designed to validate the aircraft's tactical application in support of Marine Corps missions.

The MV-22 is a proven aircraft that has completed extensive flight testing of its technical design and performance, including more than 3,600 hours of accumulated flight time. The Osprey that crashed was one of four production aircraft participating in OPEVAL.



Initial production MV-22 aircraft returned to full flight operations at Naval Air Warfare Center China Lake, Calif., June 5

The MV-22 has safely flown more than 40 troop-lift missions and has carried more than 700 troops during OPEVAL flights. Following continued analysis of flight operations, the third and final phase of the return-to-flight plan began with passengers on board, June 17 (See story, page 3).

Current timelines estimate OPEVAL to be completed in mid-July. Upon completion, the MOTT will prepare a report with an evaluation of the MV-22's suitability and effectiveness for operational use. The Com-

mander, Operational Test and Evaluation Force and the Commander, Air Force Operational Test and Evaluation Center, will review the report and make a recommendation about operational suitability and effectiveness of the MV-22.

Successful completion of OPEVAL is required to support the full rate production decision scheduled for later this fall. Plans call for the Marine Corps to purchase 360 MV-22s and the Air Force to buy 50 CV-22s.

## Moorman succeeds Parasida at Boeing Philadelphia

A new program manager was named at Boeing in Philadelphia.

Dave Moorman succeeds Tony Parasida as the V-22 program manager at Boeing in Philadelphia. He is now responsible for all Boeing activities in support of the Bell Boeing V-22 program, including the day-to-day management of the define, build, test and support activities.

Moorman joined the V-22 program in 1993 as the Avionics Analysis and Integration team leader and was most recently the program's chief engineer. During his 20-year career with Boeing, he also served as the RAH-66 Mission Equipment Package integration manager and as chief engineer

on the F-4 Navigation and Weapons Delivery Update program.

Parasida has been named vice president of the F/A-18 program, reporting to the vice president of Aircraft and Missiles Systems in St. Louis as of June 30. For the past two years, Parasida has been the Boeing V-22 program manager in Philadelphia. His career with Boeing spans more than 22 years and includes such engineering management assignments as the manager of the Bell Boeing 609-HD tiltrotor and D600 helicopter programs; leader of the V-22 airframe/systems assembly; integration and test team and head of the RAH-66 Comanche integrated program team. John Buyers, who was suc-

ceeded by Mike Tkach at Patuxent River as program director early this year, continues as the Bell V-22 program manager in Fort Worth, Texas.



Dave Moorman

# V-22 makes *heavyweight* passenger flights

HEADQUARTERS MARINE CORPS, Washington D.C. - The Chief of Staff of the U.S. Air Force, General Michael E. Ryan, flew aboard a V-22 Osprey with the Commandant of the Marine Corps, Gen. James L. Jones, Friday, June 23, at 2:30 p.m. at the Naval Air Systems Command, Patuxent River, Md.

Gen. Ryan's flight aboard the Osprey was a demonstration of his confidence in the aircraft following the tragic loss of 19 Marines in a crash at Marana Airport in Tucson, Ariz., on April 8.

Gen. Jones, fulfilled his promise to the families of the Marines who died in the recent MV-22 crash when he flew on June 17 in the first Osprey to carry passengers since the accident. That flight occurred at the Naval Air Warfare Center Weapons Division, China Lake, Calif., where the low rate initial production (LRIP) MV-22s are being operationally evaluated.

During a press conference that was held immediately following the Commandants' first flight, June 17, Gen. Jones said, "My first thoughts as we lifted off today were of the 19 Marines who died in April and their families. Today I am making good on a



The Chief of Staff of the U.S. Air Force, General Michael E. Ryan (R), and the Commandant of the Marine Corps, Gen. James L. Jones, flew aboard a V-22 June 23, at the Naval Air Systems Command, Patuxent River, Md.

pledge to be able to tell these families that the accident was not related to any design flaws. I have no doubt or I wouldn't be here."

He added, "This is a wonderful aircraft and, as of today, the MV-22 is back in full mode of test and evaluation."

The China Lake flight June 17, involved two MV-22s. The lead aircraft carried 11 passengers including Gen. Jones and Mrs. Diane Jones, Rear Admiral Bert Johnson, Boeing Senior Vice President for Navy and Marine Corps programs

Patrick Finneran and John Murphey, Bell Helicopter President. John Buyers, Bell V-22 program manager and former Boeing V-22 program manager Tony Parasida flew on the chase V-22 aircraft, which also included members of the media.

The flights which lasted about 30 minutes, started off in the hover mode and then transitioned to airplane mode, climbed to 9,500 feet and reached an airspeed of 235 knots.

The flights mark the beginning of the third and final phase of the MV-22's return to flight plan. In this phase, tests will resume with operationally representative missions that

have passengers on board.

Gen. Jones promised shortly after the accident investigation began that when the Ospreys could start carrying passengers again he would fly in the aircraft to show his commitment to and confidence in the safety of the MV-22.

The Marine Corps maintains its commitment to finding and correcting the cause of the mishap.



One of the first five low rate initial production V-22s taxis for take off in California.



Marine Commandant Gen. James Jones (L), his wife, Diane Jones, and Rear Adm. Bert Johnston, commander of the Naval Air Warfare Center Weapons Division, China Lake, Calif., disembark after a 30-minute orientation flight with news media, June 17.

# First Full Flight Simulator arrives at MCAS New River, schoolhouse



The first of four MV-22 Full Flight Simulators at VMMT-204, Marine Corps Air Station New River, near Jacksonville, N.C.

By Mike McCraw  
Senior Bell ILS IPT Lead

The first MV-22 Full Flight Simulator (FFS) was transported to MCAS New River, NC, June 16. This is a very exciting time for the Simulator Team as installation of this device is now well underway.

The build-up is expected to continue through July 2000 and the simulator will

then begin final qualification testing in August through December 2000. The first MV-22 Flight Training Device (FTD) will depart FlightSafety International in Broken Arrow, Oklahoma on July 17. FTD *number one* is scheduled to be installed in Building AS-320 at MCAS New River starting the first week of August.

The *Ready For Training* date is scheduled for December. This marks the beginning of a six-month Initial Operational Test and Evaluation Period (IOTEP), during which a *real-life* test of the Operation and Support Documentation Package (OSDP) will be performed. The OSDP will be used to maintain and support the FFS throughout the device's lifecycle. Utilizing the OSDP during IOTEP will serve as a validation period. This will establish accurate and complete maintenance and support data to be used in the operating environment.

A Contractor Logistics Support (CLS) Team comprised of Bell-Boeing/FlightSafety personnel is being identified. This team will support the devices beginning with IOTEP and will continue through the first year of CLS. The team is currently scheduled for Subsystem level training in October.

V-22 EMD Flight Test Status as of July 6, 2000

A/C #	Total EMD Hours	Total EMD Flights
7	427	214
8	489	276
9	318	140
10	450	198
<b>Totals</b>	<b>1,684</b>	<b>828</b>

Total V-22 Flight Time	2,868 hrs
Maximum Airspeed Attained	342 kt
Maximum Altitude Attained	25,000 ft
Max Take-Off Gross Weight	60,500 lb
Maximum Load Factor	3.9 Gs

Current plans provide MCAS New River with up to four FSSs and three FTDs. The primary difference between the two is the absence of the motion system on the FTD.

The Integrated Product Team organization within the simulator community has excelled in maintaining schedule and budget and delivering quality products to the customer. The proactive approach on behalf of the total team has made this a model program for others to follow.

*Look, up in the sky!...*

*It's an Osprey and a Phantom??*

An air-to-air infrared signature survey was made of the MV-22 during the week of June 19, using the Airborne Turret IR Measurement System IV on an F-4 Phantom platform. Initial review by Bell, Boeing and NAVAIR of both the air-to-air and ground-to-air IR signature data taken the following week indicate the Osprey's IR signature will be within its specified requirement. The V-22's specification IR signature is the lowest for any rotary wing aircraft in its gross weight category.



Osprey Facts is published by The Boeing Company in Philadelphia and Bell Helicopter Textron, Texas. Editor-in-chief is Norb Josten (E-mail, [norb.josten@phl.boeing.com](mailto:norb.josten@phl.boeing.com)); production editor, Doug Kinneard ([doug.kinneard@boeing.com](mailto:doug.kinneard@boeing.com)). Information contained herein is compiled from unclassified and open sources and does not represent an official position of either of the companies. Comments or suggestions should be forwarded to Norb Josten, Boeing Philadelphia, M/S P23-00, PO Box 16858, Philadelphia, PA USA 19142-0858. Tel (610) 591-3366, Fax (610) 591-8251.