

V-22 Osprey

Global Aircraft -- V-22 Osprey

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V-22 Osprey Specifications

Amphibious assault transport of troops, equipment and **Primary Function:**

supplies from assault ships and land bases

Boeing Defense and Space Group, Philadelphia, PA; Bell Contractor:

Helicopter Textron, Ft Worth, TX; Allison Engine Company,

Indianapolis, IN

Crew: N/A

\$40.1M (Total Program Recurring Flyaway, Constant Year, FY94 **Unit Cost:**

\$)

Powerplant

Two Allison T406-AD-400 turboshafts each rated at 6,150 shp (4586 kW) take-off and 5,890 shp (4392 kw) continuous

running.

Dimensions

57' 4 inches - Spread Length:

63 feet 0 inches - Folded

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Width: 84' 7 inches - Spread

18 feet 5 inches - Folded

Height: 22 feet 1 inches - Spread 18 feet 1 inches - Folded

Weights

Empty: 31,886 lb (14463 kg) -- equipped **Maximum Takeoff:** 60,000 lb (27442 kg) -- for STO

Performance

Speed: 316 mph (509 km/h / 275 kt) -- airplane mode

115 mph (185 km/h / 100 kt) -- helicopter mode

Ceiling: 26,000 feet (7925 m)

Range: 200nm Pre-Assault Raid with 18 troops 200nm Land Assault with 24 troops

Armament

N/A

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V-22 Osprey Achievements

• The V-22 is the world's first production tiltrotor aircraft.

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V-22 Osprey Features

The Osprey is a tiltrotor aircraft with a 38-foot rotor system and engine/ transmission nacelle mounted on each wing tip. It can operate as a helicopter when taking off and landing vertically. Once airborne, the nacelles rotate forward 90 degrees for horizontal flight, converting the V-22 to a high-speed, fuel-efficient turboprop airplane. The wing rotates for compact storage aboard ship. The first flight occurred in March 1989. The V-22 is the world's first production tiltrotor aircraft. Planned purchases include 360 for the Marine Corps, 48 for the Navy and 50 for the Air Force.

Source: http://www.chinfo.navy.mil

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V-22 Osprey Background

Bell Helicopter and Boeing Vertol joined forces during the early 1980s to develop a larger scale aircraft of the XV-15 tilt-rotor demonstrator program for the Joint Services Advanced Vertical Lift Aircraft program, which combined the vertical takeoff capabilities of a helicopter and the efficiencies of a fixed-wing aircraft. The V-22 was awarded with full-scale development in 1985. Flight testing of the V-22 started on March 19, 1989, and it successfully demonstrated airborne transition from helicopter to wing-borne flight in September 1989.

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