

three military departments are participants. For a number of years, the Department has been developing a variety of vertical and short takeoff and landing (V/STOL) aircraft. This program has focused on the construction of prototype aircraft suitable for operational testing by all three services. The present status of this program is recapitulated below:

The XC-142A, a tilt-wing turboprop transport with a cruise speed of 250 knots, a combat radius of 200 nautical miles, and a 4-ton payload, has been undergoing technical and operational evaluation by a triservice test group with some participation by NASA and the FAA. The \$3 million requested for "Triservice V/STOL" in fiscal year 1968 (under Air Force advanced developments) should complete funding of the test program. These aircraft are approaching their maximum safe life of 300 flight hours and costly life extension modifications would not be warranted.

The X-22, a Navy monitored triservice V/STOL research and development project, is a twin tandem, tilting-duct, fan-powered flight vehicle, which closely simulates the characteristics of conventional aircraft and was designed to provide technical data on stability and control criteria for V/STOL aircraft generally. The \$2 million in the fiscal year 1967 budget will be sufficient to complete the presently scheduled DOD test program for the X-22. The remaining aircraft may then be turned over to NASA for further testing.

The XV-6A (P-1127) is a British designed, lightweight V/STOL strike-reconnaissance aircraft, first flown in October 1960. A total of nine test aircraft were constructed under a joint program with the United Kingdom and Germany. The tripartite evaluation of the aircraft was terminated in 1965, although the United States continued to conduct operational tests of its six aircraft until July 1966. Two of these aircraft have been turned over to NASA while the other four will be held by the Air Force pending evaluation of further testing proposals.

Two XV-4A's, an augmented jet lift aircraft, were tested by the Army until May 1965. One aircraft was lost during the testing period and the other, which was turned over to the Air Force, will be modified with direct lift and diverted thrust engines and designated the XV-4B. It is to be utilized in the Air Force's VTOL integrated flight control program.

The second of two XV-5A's, an experimental fan-in-wing aircraft, crashed last September while being operationally evaluated as a rescue aircraft. (The first crashed in April 1965.) All of the remaining assets associated with the program have now been transferred to NASA.

Another V/STOL effort just getting underway is the joint development of a strike fighter aircraft with the Federal Republic of Germany. The \$3 million provided in fiscal year 1967 should complete the financing of the configuration (i.e., contract) definition phase. At present, this effort is directed to V/STOL technology rather than full scale engineering development. Each nation will make its own decision concerning production. Since a decision on prototype development cannot be made until we have thoroughly reviewed the configuration definition results