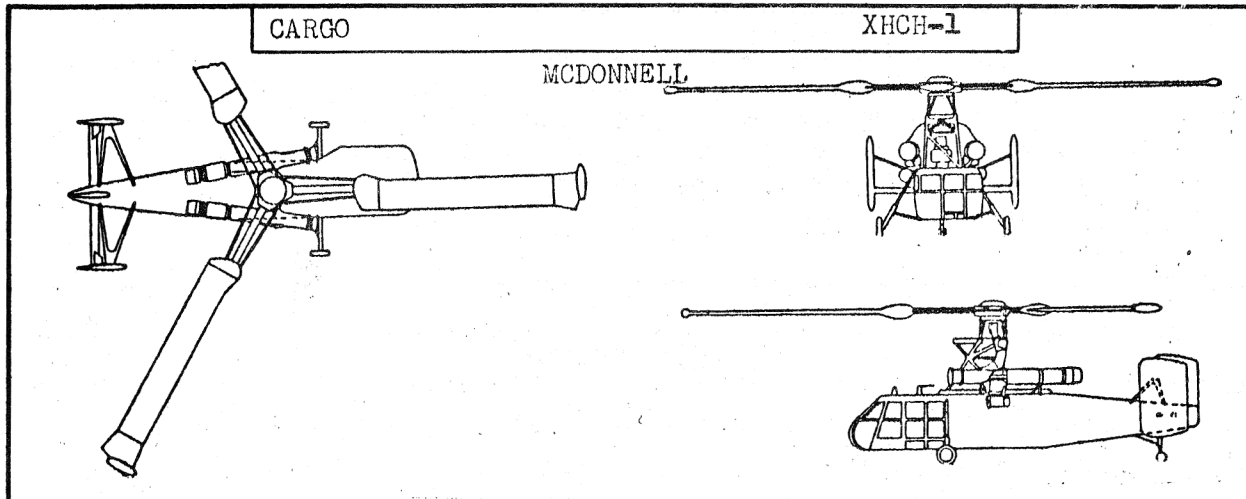


DECLASSIFIED

CONFIDENTIAL

EXPERIMENTAL

CHARACTERISTICS SUMMARY



DISC AREA 4,420 Sq. Ft.

ROTOR DIA. 75' - 0"

LENGTH 24' - 6"
(Blades Folded)
Height 16' - 6"

AVAILABILITY			PROCUREMENT			
NUMBER AVAILABLE			NUMBER DELIVERED			
			IN FISCAL YEARS			
ACTIVE	RESERVE	TOTAL				

STATUS	
Mock-up.....	May 1953
Whirl test of production rotor and propulsion system.....	Oct. 1956
First Flight.....	May 1958

ENGINES	
2 Allison T-56-A-6	
	<u>BHP.</u> <u>RPM.</u> <u>ALT</u>
T.O.	3,790 13,820 S.L.
NORM.	3,415 13,820 S.L.
Pressure - jet thrust: 1900 lb./ea.	

FEATURES	
Crew.....	2
Rotor is driven by pressure jets located in blade tips.	
Folding rotor blades	
Jettisonable cargo sling	
900 gal. fuel, Max. internal capacity	

ARMAMENT	
NONE	

NAVAER-1519E (Rev. 6-56)

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CHARACTERISTICS SUMMARY

BASIC MISSION

XHCH-1

Warm-up and NRP for 3 minutes, hover without payload for 4 minutes, take-off power for 1 minute for cargo pickup, cruise at Sea Level to destination at 85 kts., hover with payload for 2 minutes, drop cargo, return less cargo at 100 kts., hover at return for 4 minutes, fuel reserve 10% of initial fuel.

PERFORMANCE

ENDURANCE	RADIUS	SPEED
*0.83 hours	20 naut. mi.	100 knots at S.L. With external cargo
- - knots avg.	85 knots	125 knots at S.L. With no external cargo
Sea Level	100 knots	Normal Gross Weight
*Mission Time	Returning Sea Level	Normal Power
FORWARD FLIGHT CLIMB	SERVICE CEILING	HOVERING CEILING
2,400 ft./min.	10,000 ft.	6,700 ft.
Sea Level, N. G. Wt., Max. Power	100 ft./min., N. G. Wt., Max. Power	N. G. Wt., Max. Power out of ground effect
		ft.
		N. G. Wt., Power in ground effect
LOAD	WEIGHTS	VERTICAL CLIMB
Fuel 723 gal.	Empty 18,440 lbs.	1,640 ft./min.
Internal 723 gal.	Normal Gross 40,000 lbs.	Sea Level, N. G. Wt., Max. Power
External - - - gal.	Overload 47,000 lbs.	
Payload 16,375 lbs.		

NOTES

Performance is based on calculated data.
 Climb and ceiling data presented are for the external cargo configuration.
 Radius is based on engine specific fuel consumption data, increased by 5%, and allowing warm-up and take-off and a 10% fuel reserve.

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