V = Convertiplane (1952-1956)

Last update: 1 February 2015
V-1
McDonnell M82

Specifications:
rdm: 31', 9.45 m
length: 50'5", 15.37 m
engines: 1 Continental R-975-19
max. speed: 203 mph, 327 km/h

Originally designated as XL-25 and XH-35 two XV-1s were built with serials 53-4016/4017. The aircraft was designed by F. Doblhoff and was based on the German Wn342 wartime aircraft. The date of the first flight is not clear and dates mentioned include 15 February 1954 (for tethered hover flight), 14 July 1954 (for free hovering flight), 2 April 1955 and 29 April 1955 (for the first conversion). The programme was terminated in 1957 and one aircraft is in the US Army Aviation Museum whilst the other is in NASM. The programme has also been known as MX-1604.

Refer also to L-25, H-35
The **XV-2** was a supersonic deltawinged convertiplane development of which was commenced in 1953. It was to have a retractable and stopable single blade rotor. Design work did not proceed beyond the wind tunnel stage although serial 53-4403 was allocated.

The specifications refer to an alternative design.
The **XV-3** employed the tilt rotor concept and two aircraft with serials 54-147/148 were built for the US Army following a contract of May 1951. They were initially designated as XH-33 which was originally a larger design. The first flight was on 23 August 1955 but that aircraft (54-147) was damaged on 25 October 1956. The second aircraft flew on 21 January 1958 with the first full conversion occurring on 18 December 1958. On completion of USAF tests it was used by NASA until 1966. On 18 September 1962 the aircraft was redesignated as **XV-3A** in the tri-service V designation series. Earlier the XV-3A designation had been used for a cancelled development with a Lycoming XT53 engines.

*Refer also to H-33, V-3 (Tri-service)*