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AIR FORCE BASE"; "X. EPILOGUE"; "APPENDIX A: YC-14 FLIGHTTEST RESULTS"; "APPENDIX A: YC-14 FLIGHTTEST RESULTS"; "APPENDIX B: PROJECT PILOT'S RECOLLECTIONS OF THE YC-14 BY RAY L. MCPHERSON"
"APPENDIX C: OBSERVATIONS OF THE AIR FORCE PROJECT TEST PILOT BY DAVID BITTENBINDER"
"APPENDIX C: OBSERVATIONS OF THE AIR FORCE PROJECT TEST PILOT BY DAVID BITTENBINDER"; "APPENDIX D: EVALUATOR'S VIEWPOINT BY ALEXANDER KENT DAVIDSON";
"APPENDIX E: YC-14 PROGRAM; A WORKING LEVEL VIEW BY JAMES HUTTON"; "REFERENCES/BIBLIOGRAPHY"

Sommario/riassunto

The YC-14 was an experimental aircraft, developed between 1971 and 1977, by the Boeing Company and sponsored by the US Air Force. Its basic mission was to carry large, bulky payloads into and out of short, rough dirt fields 2,000 ft long, even if an engine failed. Designed to replace the C-130, it had considerably more capability, with a large fuselage meant to carry the largest tanks, trucks and vans in use. The YC-14 configuration had a high wing and large T-tail, with the flow from the 50,000lbs thrust turbofan engines exhausted over the top of the wing and passing over the upper surface of the flaps. The flow was turned by the flaps and deflected to augment the aerodynamic lift of the configuration. It was the most efficient powered-lift system ever developed.
