



Typical takeoff configuration of Fairchild Hiller Heli-Porter reflects its STOL capability. With reversible three-bladed prop, it can land virtually in its own shadow.

## Fairchild Heli-Porter On Production Line Schedule

Fairchild Hiller's turbine-powered *Heli-Porter* has gone into full production at the company's Hagerstown, Md., plant, with a block of 100 units scheduled for the line over the coming several months, it was disclosed recently.

Designed and produced originally by the Pilatus Aircraft Company of Stans, Switzerland, as the *Pilatus Porter*, the single-engine short takeoff and landing craft has been distributed in this country by Fairchild Hiller since 1964. In 1965, the company obtained full production and sales rights for the seven-to-nine-passenger plane in the Western Hemisphere, and has incorporated some improvement features of its own as well as changing the name.

According to Fairchild Hiller officials, the *Heli-Porter* can take off fully loaded from a field less than 10 times its own 35-foot length. Landing with a one-ton payload can be performed in a clearing 180 feet long. That capability is helping the \$90,000 aircraft to gain rapid favor among business and industrial operators who have need for a high payload STOL plane that can be used on unprepared or rough landing areas, company officials said. They are also aiming the *Heli-Porter* at the expanding short-haul freight and third level air carrier markets.

One Fairchild-engineered modification of the aircraft is "Beta Control," which combines power and propeller controls for safer, more efficient STOL performance. A single lever control provides instant power response through a full range of propeller pitch.

Beta Control also reportedly permits

a steep approach without increased speed and reduces landing roll. At any time speed increases, as with a variation in glide path, propeller drag builds up rapidly to diminish the unwanted speed. Slower speeds likewise are brought up to normal by automatic reduction of propeller drag.

The *Heli-Porter* will cruise at 150 m.p.h. with either a Pratt and Whitney PT6A-20 propjet or Garrett TPE 331-25D turboprop engine. Both are rated at 550 h.p. Advantages of the former are that special turbine fuel is not essential for its operation. The Garrett power plant provides advantages in flexibility and simplicity, in that the engine can be mounted with air inlet on top or bottom. No special ducting is required.

As a passenger transport, the *Heli-Porter* can comfortably accommodate eight persons and with three-to-a-row seating as many as 11. The cabin can quickly be converted for ambulance or cargo transport by rearranging or removing the track-mounted seats. Five-foot wide doors on each side of the cabin area facilitate handling of bulky cargo and a quick-removing floor hatch adds capability for photographic flights, aerial application or parachute drops.

In addition to standard landing gear, the *Heli-Porter* can be fitted with skis, pontoons or low pressure tires for operation on all types of surfaces, company officials said. With an empty weight of 2,535 pounds, the *Heli-Porter* has a gross of 6,100 pounds, a maximum range of about 520 miles, a service ceiling of 29,000 feet, and a rate of climb of 1,630 f.p.m. □