

= Chase XCG @-@ 20 =

The Chase XCG @-@ 20 , also known as the XG @-@ 20 and by the company designation MS @-@ 8 Avitrucc , was a large assault glider developed immediately after World War II by the Chase Aircraft Company for the United States Air Force , and was the largest glider ever built in the United States . The XG @-@ 20 did not see production due to a change in USAF requirements , however , it was modified into the successful Fairchild C @-@ 123 Provider twin @-@ engined transport aircraft which saw extensive service in the Vietnam War .

= = Design and development = =

Following the end of World War II , the United States Army Air Forces , which became the United States Air Force ( USAF ) in 1947 , developed a requirement for a new , large assault glider type to replace smaller types that were then in service , all existing gliders having been declared obsolete . The new gliders were to be constructed entirely of metal , and were also required to be easily adaptable to a powered configuration . As part of a five @-@ year development program , a contract was awarded to the Chase Aircraft Company of Trenton , New Jersey , in August 1946 for the construction of two types of gliders . These included a smaller model being designated XCG @-@ 18A , and the larger , definitive model being designated XCG @-@ 20 .

The XCG @-@ 20 , redesignated XG @-@ 20 in 1948 with the establishment of the USAF , was the largest glider ever constructed in the United States , and the last combat glider to be built for the U.S. military . It featured a high @-@ mounted wing and retractable tricycle landing gear , with an auxiliary power unit supplied hydraulic power to the landing gear and flaps . The nose section was reinforced to provide optimal protection to the pilots in the event of a crash on landing , and to allow for the strongest possible towing connection . The cargo hold was 30 feet ( 9 @-@ 1 m ) long and 12 feet ( 3 @-@ 7 m ) wide ; it featured an innovative configuration , the rear fuselage being upswept with an integrated loading ramp . This allowed vehicles to be driven directly on and off of the aircraft , speeding loading and unloading times .

= = Operational history = =

Although the first prototype XG @-@ 20 never flew as a glider , the second prototype conducted the aircraft 's first flight in April 1950 . Following being displayed to the public at Pope Air Force Base as part of Exercise Swarmer during that month , the XG @-@ 20 underwent thorough flight testing ; during the late summer , it was evaluated against a variety of other transport aircraft at Eglin Air Force Base in Florida . Although it possessed no obvious faults , the test program confirmed that the powered " assault transport " was the equal of the glider in landing performance ; having been rendered obsolete , the assault glider fell out of favor with the Air Force , and the XG @-@ 20 project was cancelled .

However , Chase had designed the aircraft to allow for the easy installation of engines ; the first XG @-@ 20 had already been modified with two radial piston engines , becoming the XC @-@ 123 , the prototype of the long @-@ serving C @-@ 123 Provider family of transports . Meanwhile , the second prototype XG @-@ 20 was returned to Chase Aircraft , to be fitted with two twin pods for General Electric J47 turbojets , becoming the XC @-@ 123A , the first jet @-@ powered transport aircraft built in the United States .

= = Specifications = =

Data from " C @-@ 123 Provider in action "

General characteristics

Crew : 3

Length : 77 ft 1 in ( 23 @-@ 50 m )

Wingspan : 110 ft 0 in ( 33 @-@ 53 m )

Height : 33 ft 10 in ( 10 @. @ 31 m )

Wing area : 1 @, @ 222 @. @ 78 sq ft ( 113 @. @ 600 m<sup>2</sup> )

Airfoil : NACA 23017

Max takeoff weight : 70 @, @ 000 lb ( 31 @, @ 751 kg ) limited by tow aircraft to 40 @, @ 000 pounds ( 18 @, @ 000 kg )