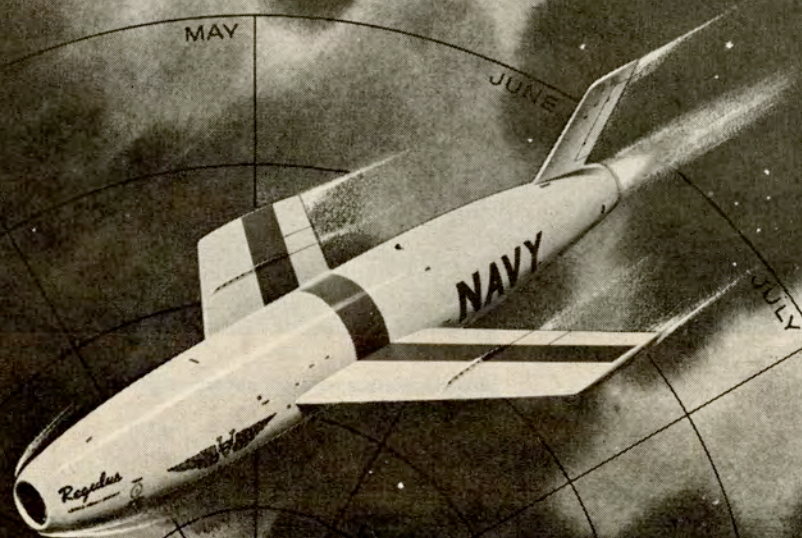
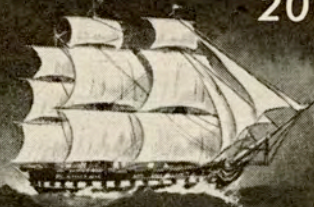


200 Years Beyond the Mast...



The Navy launches ships that sail the skies...UNMANNED!

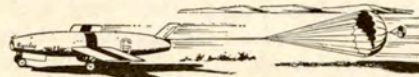
REGULUS ★

Guided missile *Regulus* is named for a star of the first magnitude, in the northern constellation Leo.

From the Aleutians to Madagascar, from Greenland to Magellan's Straits, across the 70% of the world that is *deep water*, the Navy's strength is your security. Not only our own shores, but our sea lanes and far-flung bases must be protected.

Today, from ship, shore or submarine, your Navy can launch remotely or automatically controlled missiles, "birds" with built-in "brains" that guide them unerringly to their targets. The Navy's *Regulus*, built by Chance Vought, is more

than just a guided missile. It's a symbol of your New Navy's ability to control the seas and the skies above the seas.



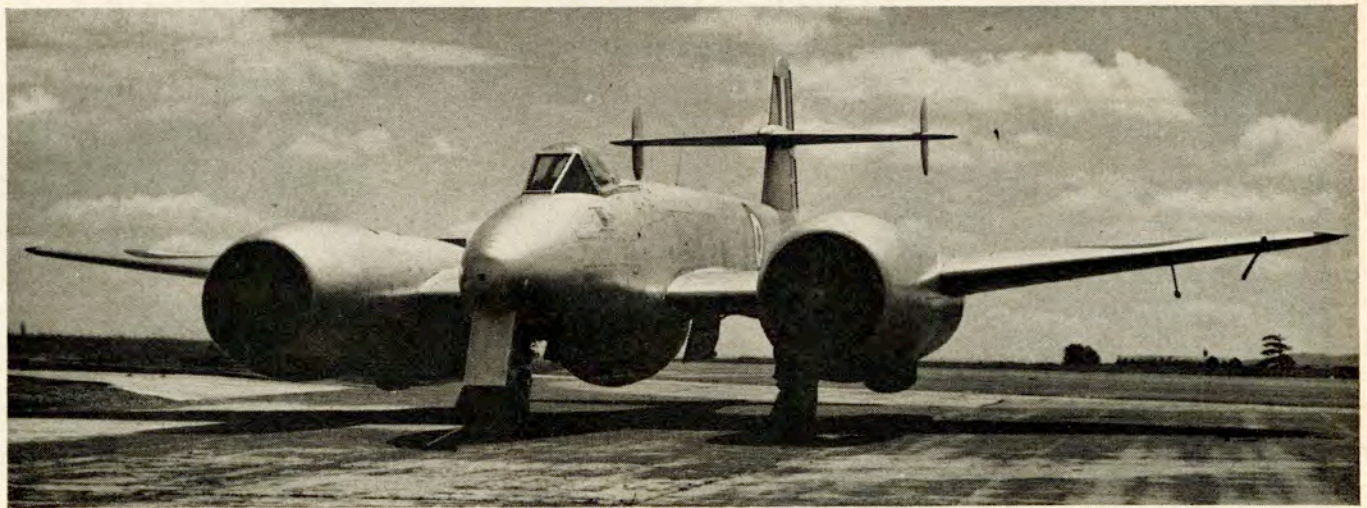
*Regulus Gets the Most Out of Every Tax Dollar... Designed in its test and training versions with a retractable landing gear, it can be recovered and flown again many times. This unique feature means more crews can be trained and more test data gathered at far less cost. The life expectancy of most missiles is one flight. In contrast, one *Regulus* missile has flown 15 times!*

CHANCE
VOUGHT AIRCRAFT
INCORPORATED · DALLAS, TEXAS

DESIGNER AND BUILDER OF HIGH PERFORMANCE MILITARY AIRCRAFT SINCE 1917

MARCH 14, 1955

Jet Deflectors Give British Fighter Vertical Thrust



Gloster Meteor with jet deflectors (beneath engines).

A NEW development in the vertical take-off aircraft field has been disclosed in Britain where a Gloster Meteor fighter has been under test using jet deflectors. The deflectors provide a means of diverting a large part of the jet engine power downward to provide a vertical thrust component which sharply alters the aircraft's flight characteristics.

Specifically, Westland Aircraft, Ltd., which handled the jet deflector installation in the Rolls-Royce Nene

powered Meteor, claims that by deflecting 60% thrust on approach, approach and stalling speeds are reduced up to 20%. This was not the limit.

The jet deflector was developed by the National Gas Turbine Establishment at Farnborough and installed by Westland which also conducted initial flight tests.

The deflectors (see photo) are located midway along the jet pipe to enable the thrust to act through the center of gravity. A British spokesman

said the system could best be described as a cross between a conventional jet aircraft with only forward thrust component for the engines and the Bell type VTOL with up to 100% vertical component possible. While the jet deflector equipped Meteor could not function as a VTO, it provides a means for shorter take-offs, slower, shorter, landings and generally safer operations.

The plane is now undergoing further tests at the Royal Aircraft Establishment, Farnborough.

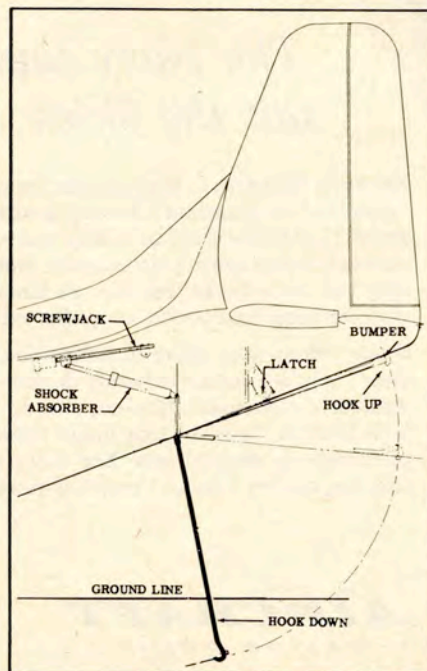
Fairchild Proposes Carrier Version of C-123B

A carrier version of the C-123B Avitruc has been proposed to the Navy Bureau of Aeronautics by Fairchild Aircraft Division.

Called the "Flying Lighter" (after the Navy's surface supply ships), the plane would be used to pick up priority cargo and passengers from land bases close to the fleet and transport them to carriers at sea. It would be equipped with a landing hook (drawing, right) for aircraft carrier operations.

This, Fairchild points out, would speed the present system, in which cargo is taken from the long-range FLAW planes, trucked to a port of embarkation, reloaded on a surface vessel, and transferred to the carrier days or weeks later.

The "Flying Lighter" could carry eight tons 1200 nautical miles or four tons up to 2100 nautical miles. This would mean a single plane could carry 500 tons of priority cargo a week.



Future of Air Freight Predicted by Prescott

Air freight will become as important to the aviation industry as rail freight is to the railroads, if properly handled, according to Robert W. Prescott, president of The Flying Tiger Line. Lowering rates is one of the ways in which this goal may be attained, he declared, announcing that FTL plans to file a request for rate cuts in the near future, primarily on eastbound traffic.

Monthly revenue for FTL is now over one million dollars. Key factors in the carrier's present business upturn are the use of DC-6's, which make possible regular overnight deliveries; institution of a labor-management committee; and a sales staff on a commission and drawing account basis.

One effect of air freight is to increase markets for some commodities, said Prescott. "Flowers from California," he said, "have increased in volume to the east 600-700% with air shipment."