

PLANES IN PRODUCTION



Lockheed Electra

TYPE • Transport

DESIGNATION • Electra

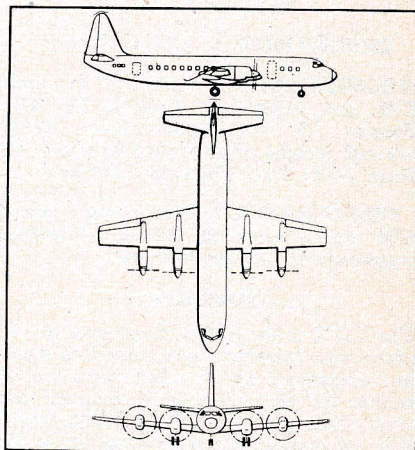
SPECIFICATIONS • Span 99 ft.; Length 104 ft. 2 in.; Height 32 ft. 3 in.; Empty Weight 54,000 lb.; Gross Weight 110,000 lb.; Engines (4) Allison 501-D13 prop-jet, 3750 hp normal rated; Fuel Capacity 5280 gal.; Wing Area 1300 sq. ft.

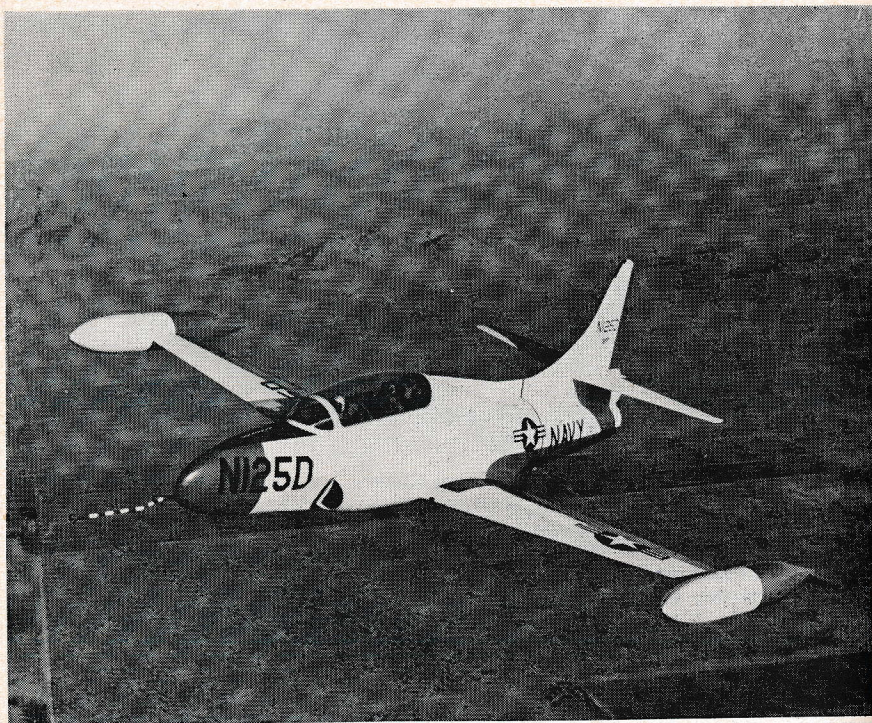
PERFORMANCE • Maximum Speed 452 mph; Cruise Speed 410 mph; Rate of climb 2400 fpm; Service Ceiling 30,000 ft.; Range with Maximum Payload 2440 mi.; Range with Maximum Fuel Load 3000 mi. with reserves.

REMARKS

The Electra was designed with a wide variety of operational capabilities. Among major advancements in its design progression are: extension of range capabilities to include transcontinental nonstop operation; growth of the wing to 1300 square feet of lift area; and increase of its total fuel capacity to 5280 gallons. This is the first all-new four-engine transport ordered by U. S. airlines in a decade. It carries from 66 to 91 passengers. The four Allison 501 turboprop engines pictured on the model above generate 3750 hp each. They operate on the turbine principle, with their turbine wheels linked to propellers. The plane can fly over the highest mountains in the U. S.

on only two engines. Its powerplants are half the weight of comparable piston engines and fit into nacelles only half as wide as for reciprocating units. It is more than 100 feet long, with a wingspread of nearly 100 feet. Its windows measure 16 by 18 inches. Now in early production at Lockheed, the Electra is scheduled to start test flights in late 1957 and enter service on American Airlines and Eastern Air Lines in mid-1958. Braniff International and National Airlines have also purchased the Electra.





Lockheed T2V-1 Trainer

TYPE • Jet trainer

DESIGNATION • T2V-1 (Navy)

SPECIFICATIONS • Span 42 ft. incl. 230 gal. tiptanks; Length 38 ft.; Height 13 ft.; Approximate gross takeoff weight 16,400 lb.; Engines Allison J-33; Fuel Capacity 760 gal.

PERFORMANCE • Maximum Speed 600 mph; Landing Speed 97 mph; Approximate range 900 mi.

REMARKS

The T2V-1 is the first U. S. production airplane with boundary layer control as standard equipment, and the first two-place jet trainer for pilot training on seagoing aircraft carriers. The sea-going T2V-1, which flies its student-instructor crew at a 600

mph clip but lands at only 97 mph, can perform all the maneuvers of a standard Navy fighter. Its boundary layer control system by which compressed air from the engine is channeled into the wing and squirted through tiny holes directed at the flaps causes normal airflow to hug the control surfaces and provide greater lift as well as improved anti-stall performance. Other new features are a raised rear seat to give the "back-seat driver" fuller vision; movable slats on the wing's leading edge, for better low-speed stability; an arresting hook for carrier landings; a higher and larger horizontal stabilizer than on previous Lockheed jet trainers; and a simplified cockpit with instruments which give two readings from one dial. T2V-1s are now in production at Lockheed's California Division, Burbank, Calif.

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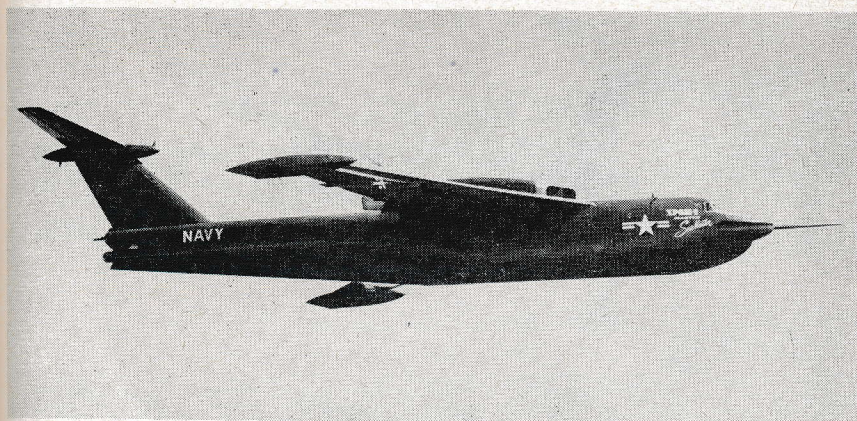
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PLANES IN PRODUCTION

MARTIN CO.

Baltimore, Md.



Martin P6M-1 SeaMaster

TYPE • Attack seaplane

Hinged panels extending the full length and width of engine nacelles permit engine changes while afloat.

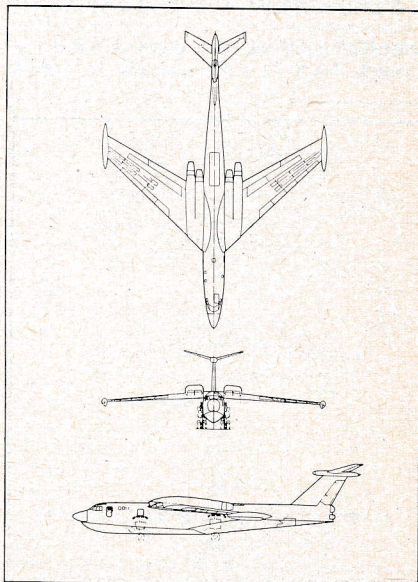
DESIGNATION • P6M-1 (Navy)

SPECIFICATIONS • Span 100 ft.; Length 134 ft.; Height 31 ft.; Payload 30,000 lb.; Engines (4) Allison J-71 turbojets; Wing Area 1900 sq. ft.; Vertical tail area 213 sq. ft.

PERFORMANCE • Maximum Speed over 600 mph; Normal cruise altitude 40,000 ft.

REMARKS

Features long slender hull with a high T-shaped tail and twin sets of streamlined engine nacelles atop swept-back wings. Has water-tight rotary mine door on which a variety of weapons, including mines or camera pod, can be installed interchangeably while the plane is afloat or on its beaching gear. Fixed wing-tip floats provide buoyancy while the plane is at rest in the water. Hydroflaps on both sides of the hull afterbody act as a brake when opened together, or as a rudder to permit short turns when opened separately.



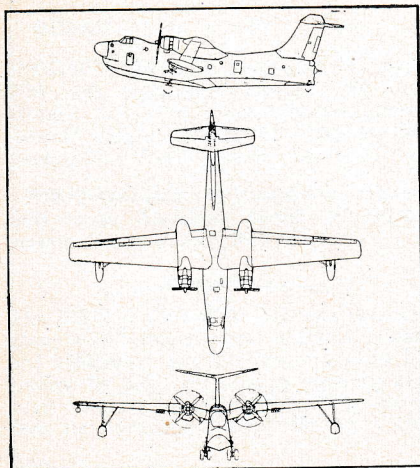


Martin P5M-2 Marlin

TYPE • Patrol

DESIGNATION • P5M-2 (Navy)

SPECIFICATIONS • Span 118 ft.;
Length 98.9 ft.; Height 33 ft.; Hull

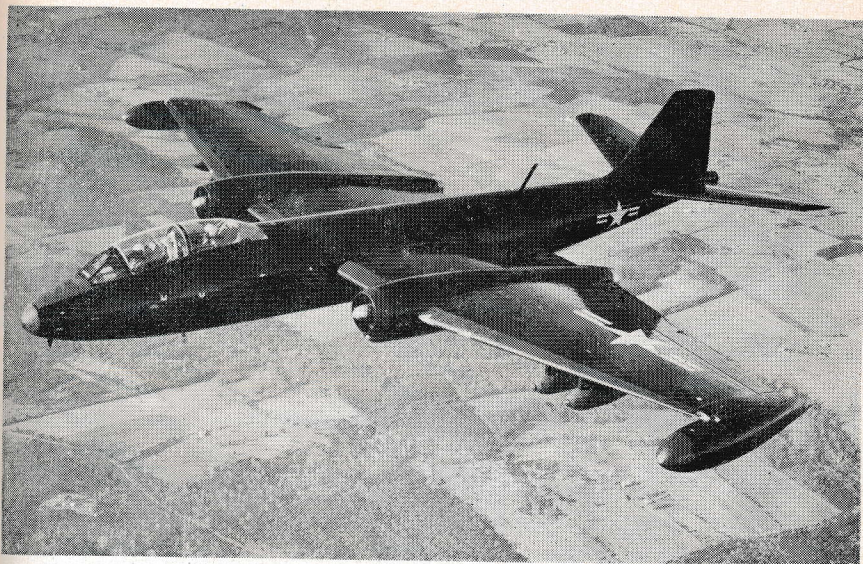


Width 10 ft.; Gross Weight over 73,000 lb.; Engine (2) Wright R-3359-32W; Propeller Hamilton Standard 4-blade reversible.

PERFORMANCE • Maximum Speed 250 mph; Landing Speed 97 mph; Range 2500 nautical miles; Fuel capacity 2815 gals.; Take-off Power 3400 bhp.

The Marlin is an advanced anti-submarine warfare seaplane in service with Navy patrol squadrons in both Atlantic and Pacific fleets. Plane carries the newest electronic search and detection gear, including a radar scanner in its bow radome and a Magnetic Airborne Detector unit on its tail assembly. Marlin is the first seaplane with the "New Look" in hull design, featuring an extended hull afterbody. Hydroflaps installed on both sides of this afterbody near the tall T-shaped tail serve as a brake when opened together, or as a rudder when opened separately. Plane carries a crew of seven, and a substantial load of depth charges, bombs, torpedoes, rockets, and/or mines.

PLANES IN PRODUCTION



Martin B-57B

TYPE • Light bomber

DESIGNATION • B-57B (Air Force)

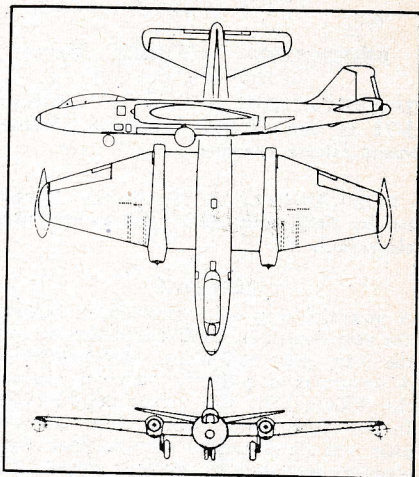
SPECIFICATIONS • Span 64 ft.; Length 65 ft. 5 in.; Height 16 ft.; Gross Weight more than 50,000 lb.; Engine (2) Wright J65-W-1, 7220 lb. thrust.

PERFORMANCE • Maximum Speed more than 600 mph; Service Ceiling more than 45,000 ft.; Range more than 2,000 nautical mi.

REMARKS

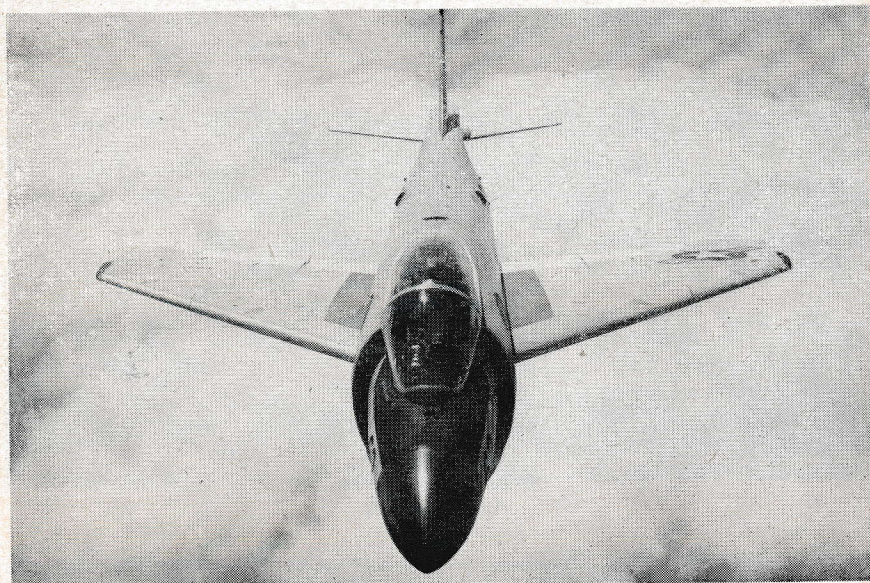
The B-57B differs from earlier versions in that it has a completely redesigned cockpit and canopy and has speed brakes on both sides of the fuselage. Primary advantage of the new cockpit is greatly improved visibility for the two crew members. Seating is a tandem arrangement, with the second officer directly behind and slightly higher than the pilot. The speed brakes give more control during low altitude operations and landing approaches. Included in the armament is a rotary bomb door which is removable and preloaded before being replaced in position. Bombs or

rockets are carried internally until release time when the door is turned over making the stores external. Additional armament includes four 20 mm wing cannons, rockets and bombs on wing pylons. Other versions: B-57A, test vehicles; RB-57, reconnaissance type; B-57C, has dual controls, otherwise similar to B-57B.



McDONNELL AIRCRAFT CORP.

St. Louis, Mo.



McDonnell F3H-2N Demon

TYPE • Fighter

DESIGNATION • F3H-2N (Navy)

SPECIFICATIONS • Engine Allison J-71 in the 10,000 lb. class; Armament 20mm cannon.

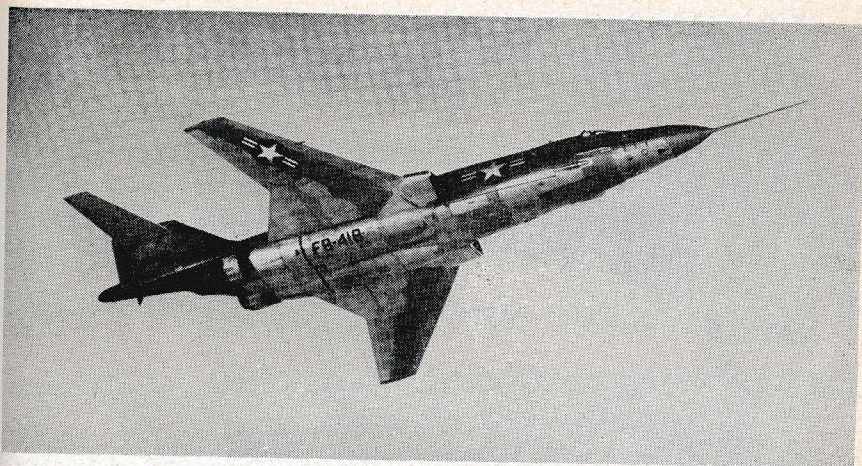
PERFORMANCE • Maximum Speed in the 600 mph class. All other data classified.

REMARKS

A powerful single-jet carrier-based fighter, the new Demon is the first airplane to have the Navy gray and white color treatment. A newer, more powerful turbo-jet engine, the Allison J-71, will power the F3H-2N. In the 10,000 pound thrust class, this engine was developed to provide good fuel economy with maximum thrust output. An

afterburner installation augments the engine thrust considerably. Like its predecessor, the F3H-1N, the new Demon is an all-weather, high-performance fighter combining interceptor speed and fighter maneuverability with the pay-load of an attack bomber. Thin wings and tail surfaces are swept sharply back to place the big fighter in the 600-mph speed class. The large internal fuel capacity provides the Demon with the range necessary for fighter-bomber missions. Rapid firing, high velocity 20 mm cannon as well as a large number of rockets and combinations of external stores make the Demon a formidable aerial weapon. Improved radar and latest developments in computing and fire control equipment enable the fighter to operate under all weather conditions. Now under production at the McDonnell plant, the new Demon series is scheduled for delivery to Navy operational units through 1956.

PLANES IN PRODUCTION



McDonnell F-101A Voodoo

TYPE • Fighter

DESIGNATION • F-101A (Air Force)

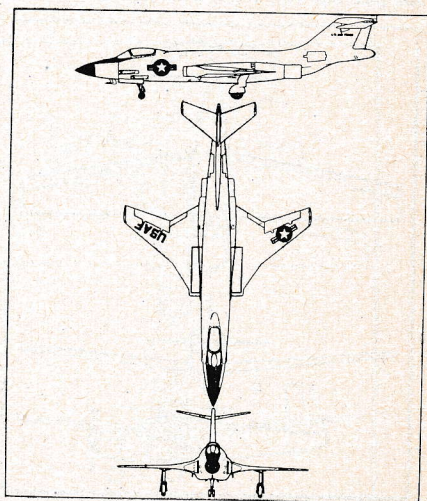
SPECIFICATIONS • Span 39.7 ft.; Length 67.4 ft.; Height 18 ft.; Engine (2) Pratt & Whitney J57, 10,000 lb. thrust.

PERFORMANCE • All data are classified.

REMARKS

The F-101A is a long range, strategic fighter. Designed to have versatile combat capabilities enabling it to perform a variety of missions, the Voodoo is in the supersonic class and is capable of carrying atomic weapons. Wings are swept 35 deg. A photo reconnaissance version, the RF-101A, is now in production. On Sept. 30, 1955, McDonnell announced an initial quantity order for F-101B long-range interceptor fighters. Although details of this airplane are classified, it can be stated that the new F-101B is designed for duty with the Air

Defense Command. In this defensive role, it will operate under all weather conditions to execute two primary missions—the identification of unknown aircraft, and their destruction if they prove hostile.



MOONEY AIRCRAFT, INC.

Kerrville, Tex.

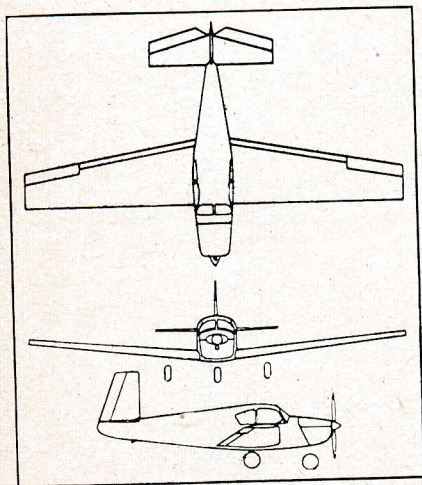


Mooney Mark 20

TYPE • Four place

DESIGNATION • Mark 20

SPECIFICATIONS • Span 35 ft.; Length 23 ft. 2 in.; Height 8 ft. 4½ in.; Empty Weight 1400 lb.; Gross Weight 2450 lb.; Wing Loading 14.7 lb. per sq. ft.; Power Loading 16.3 lb.



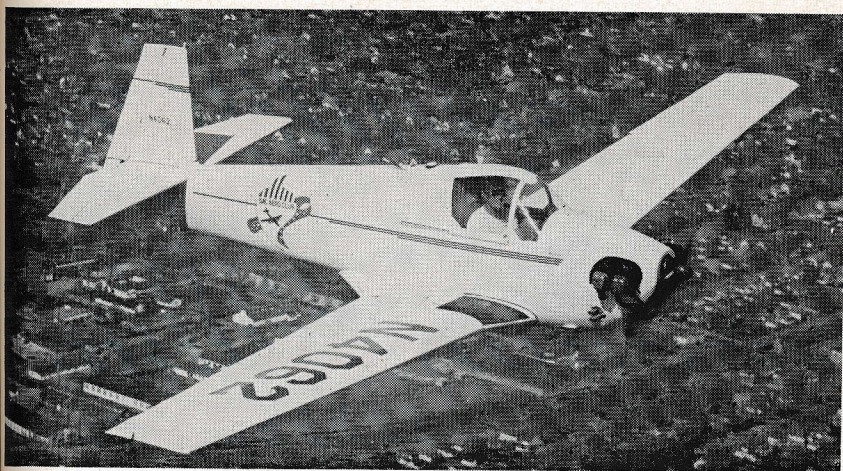
per bhp; Engine Lycoming O-320, 150 hp normal rated, or 150 hp at 2700 rpm takeoff; Fuel Capacity 50 gal.; Propeller Constant Speed Hartzell; Main Tire 6.00 x 6, 6 ply; Nose Tire 5.00 x 5, 4 ply; Wing Area 167 sq. ft.; Aileron Area 11.1 sq. ft.; Flap Area 17.2 sq. ft.; Fin Area 7.9 sq. ft.; Rudder Area 5.0 sq. ft.; Stabilizer Area 21.5 sq. ft.; Elevator Area 12.0 sq. ft.

PERFORMANCE • Maximum Speed 170 mph at 150 hp at 2700 rpm at S. L.; Cruise Speed 165 mph at (75%) 112.5 hp at 2450 rpm at 4900 ft.; Landing Speed 57 mph; Rate of climb 900 fmh at S. L.; Service Ceiling over 18,000 ft.; Absolute Ceiling over 20,000 ft.; Range with Maximum Payload 900 mi.; Range with Maximum Fuel Load 900 mi.

REMARKS

This new four placer attains its high speed and economy of operation through the utilization of an NACA laminar-flow wing design and the 150 hp Lycoming engine, which is noted for its low operating cost and low fuel consumption. It has the advantages of speed, comfort and economy.

PLANES IN PRODUCTION



Mooney Mite M-18C

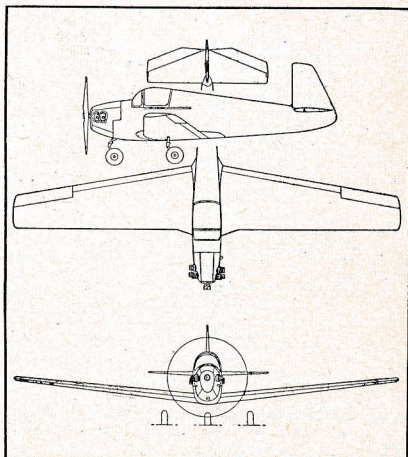
TYPE • Single seat

REMARKS

DESIGNATION • M-18C

Three hundred flying hours covering approximately 36,000 mi. for \$674.00 which includes fuel, oil, maintenance and insurance makes the Mooney Mite one of the lowest cost planes flying today. The deluxe model includes starter, generator and position lights.

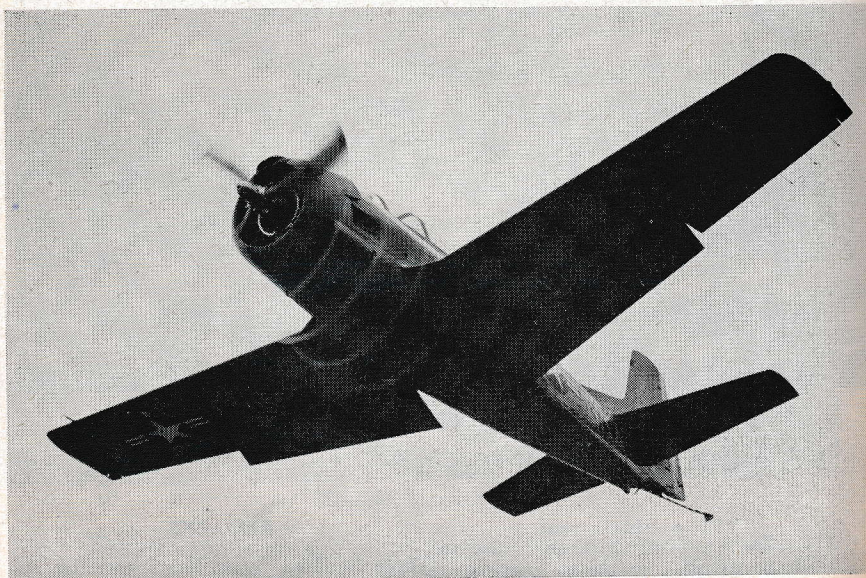
SPECIFICATIONS • Span 26 ft. 10½ in.; Length 17 ft. 8 in.; Height 6 ft. 3¼ in.; Empty Weight 540 lb.; Gross Weight 850 lb.; Wing Loading 8.9 lb. per sq. ft.; Power Loading 13.1 lb. per bhp; Engine Continental A65-3, 65 hp; Fuel Capacity 13.5 gal.; Propeller Flottorp; Wing Area 95.05 sq. ft.; Aileron Area 6.62 sq. ft.; Flap Area 10.54 sq. ft.; Fin Area 4.87 sq. ft.; Rudder Area 2.26 sq. ft.; Stabilizer Area 12.15 sq. ft.; Elevator Area 5.94 sq. ft.



PERFORMANCE • Maximum Speed 142 mph at 2300 rpm at S. L.; Cruise Speed 125 mph at 2250 rpm at 10,000 ft.; Landing Speed 45 mph; Rate of Climb 1000 fpm at S. L.; Service Ceiling 21,000 ft.; Absolute Ceiling 22,500 ft.; Range with Maximum Payload 325 mi.; Range with Maximum Fuel Load 475 mi.

NORTH AMERICAN AVIATION, INC.

Los Angeles, Calif.



North American T-28C Trainer

TYPE • Trainer

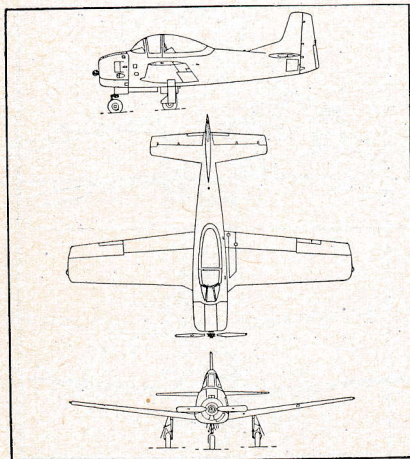
DESIGNATION • T-28C (Navy)

SPECIFICATIONS • Span 40 ft. 6 in.; Length 34 ft. 3 in.; Height 12 ft. 6 in.; Gross Weight 8247 lb.; Engine Wright R-1820, 1425 hp; Gear tricycle.

PERFORMANCE • Maximum Speed 346 mph; Cruise Speed 190 mph; Stalling Speed 72 mph; Rate of Climb 2060 fpm; Service Ceiling 35,000 ft.; Range with Maximum Payload 860 mi.

REMARKS

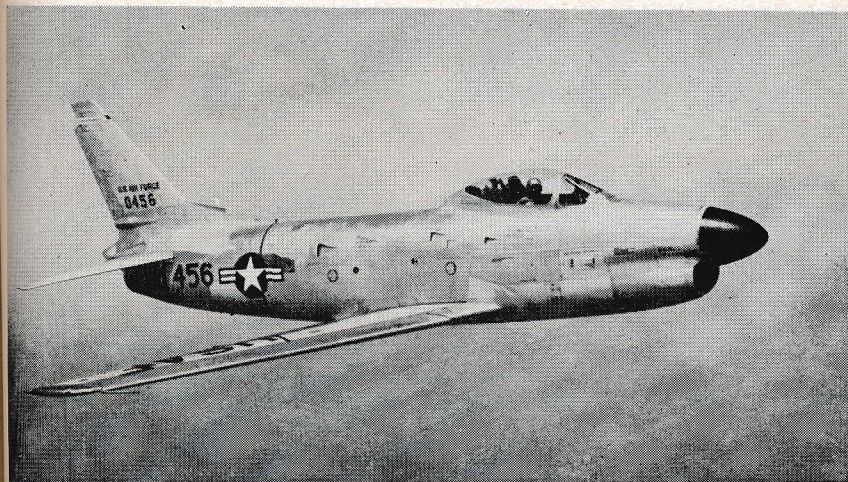
An improvement over the T-28B, the T-28C now enables the U. S. Navy to extend the training of pilots to shipboard work by addition of a tailhook. Carrier training can be added to the various other tasks assigned to it by the Navy: basic, advanced, instrument, tactical transition, and gunnery flight training. Armament for the T-28C, like the T-28B, provides accessory kit for bombs, 2.25 in. SCA rockets, 50 cal. machine guns. The first flight of the T-28C was September 19, 1955. It is now in production at North American's Columbus, Ohio, plant.



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North American F-86D Sabre

TYPE • Fighter

DESIGNATION • F-86D (Air Force)

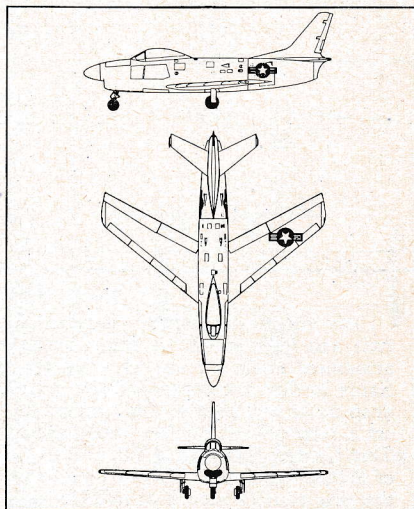
SPECIFICATIONS • Span 37 ft. 1 in.; Length 41 ft. 8 in.; Height 15 ft.; Gross Weight 18,000 lb.; Engine General Electric J47-17, 7650 lb. thrust with afterburner.

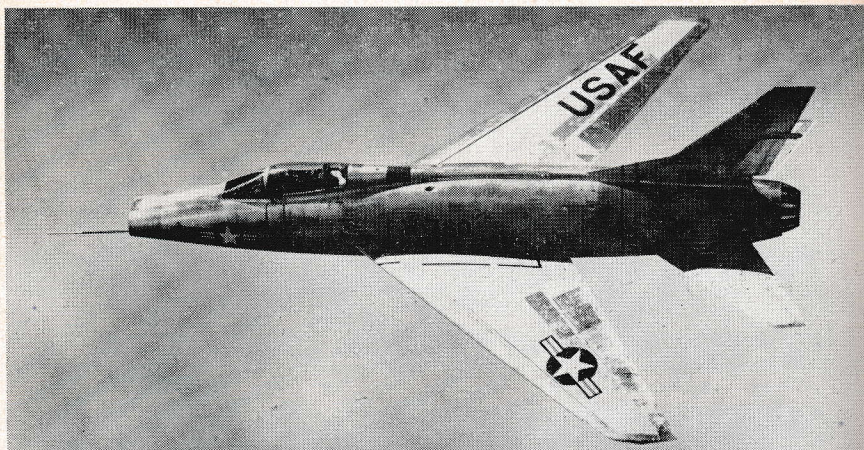
PERFORMANCE • Maximum Speed 680 mph; Tactical Radius over 500 mi.; Service Ceiling over 45,000 ft.

REMARKS

The F-86D Sabre interceptor was virtually a new design over previous models coming equipped with afterburner and search radar in the nose. The -F model was designed for use as either a fighter or low-level fighter bomber. Navy version of this model is the FJ-2 Fury which is a carrier based, folding wing fighter assigned to the Marines. The FJ-3 is similar to the -2 except for the installation of a Wright J-65 Sapphire engine. The FJ-4 was announced late in 1954. Latest in the F-86 series is the -K model which flew for the first time Sept. 10, 1954. All F-86 and FJ models have the

all-flying tail in which the elevator and stabilizer are a single controllable surface. Trainer version, TF-86F, was created by adding a five ft. extension to the fuselage plus training aids.

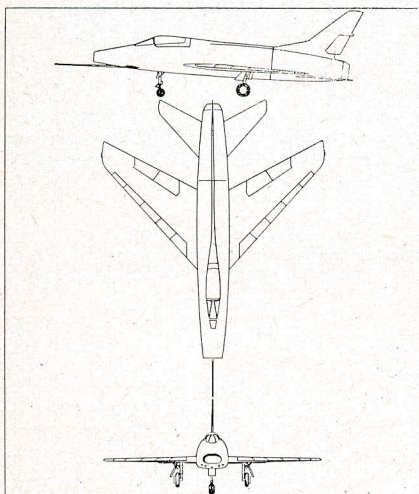




North American F-100 Super Sabre

TYPE • Fighter

DESIGNATION • F-100A (Air Force)



SPECIFICATIONS • Span 38 ft.; Length 47 ft.; Height 15 ft.; Engine Pratt & Whitney J57-P7.

PERFORMANCE • Maximum Speed supersonic, in level flight; Service Ceiling 50,000 ft.; Range with Maximum Fuel Load 1000 statute mi.

REMARKS

First put into production at North American's Los Angeles plant in mid-1953. The first delivery of F-100As to the USAF Tactical Air Command was made on September 29, 1954. The fighter was the first production airplane in the world to fly regularly at supersonic speed in both level and climbing flight. It features a 45 degree swept wing, uses tail braking parachute, "solid" stabilizer and large ventral air brake.

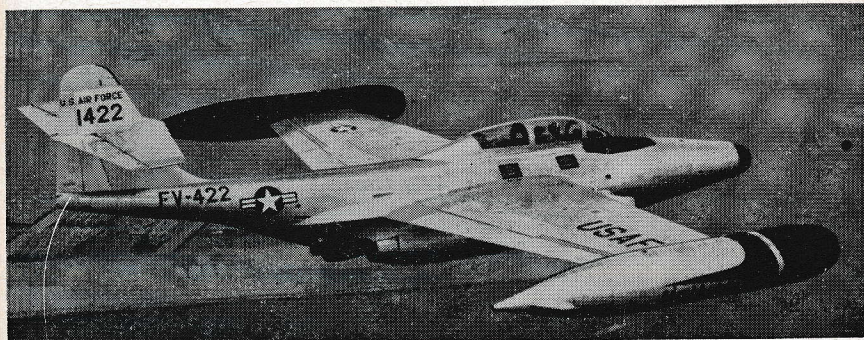
North American F-100C

Air superiority fighter designed for maximum climb, maneuverability, altitude and high speed. A transonic day fighter that can be fitted with external armament loads for use as a fighter bomber. Differs from the F-100A Super Sabre in that it contains inflight refueling system, provisions to carry extra fuel drop tanks and bombs. On August 20, 1955, Colonel Horace A. Hanes, USAF, set a new official world's speed record in the F-100C at the Air Force Flight Test Center, Edwards AFB, Calif. Colonel Hanes made two high altitude runs of 860.627 mph. and 773.644 mph. over an 18 kilometer (11 mile) course to set the new world's record of 822.135 mph.

PLANES IN PRODUCTION

NORTHROP AIRCRAFT, INC.

Hawthorne, Calif.



Northrop F-89D Scorpion

TYPE • Interceptor fighter

DESIGNATION • F-89D (Air Force)

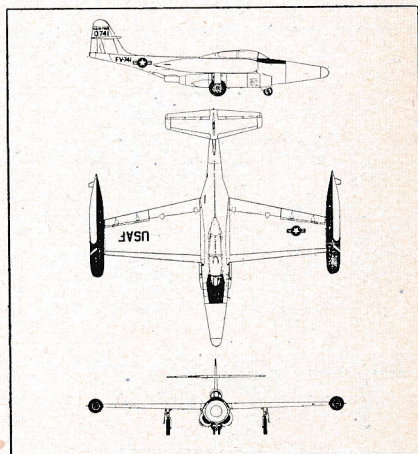
SPECIFICATIONS • Span 56 ft. 2 in.; Length 53 ft. 4 in.; Height 17 ft. 7 in.; Gross Weight over 40,000 lb.; Engine (2) Allison J35-A-35 with afterburners; Wing Area over 600 sq. ft.

PERFORMANCE • Maximum Speed more than 600 mph; Service Ceiling over 45,000 ft.

REMARKS

The F-89D is America's most heavily armed fighter type airplane. It carries 104 2.75 in. folding air-to-air rockets in permanently mounted wing tip pods. Placement of the rockets in wing tip pods instead of in conventional fuselage or under wing locations provides additional combat advantages. Not only can large number of rockets be carried, but firing does not interfere with vision of the crew, nor are the engine air intakes exposed to smoke and debris produced by the firing. The rockets can be fired in a single, giant volley, or can be fired in groups. This enables the Scorpion

to make as many as three passes at a single targets. The Scorpion uses decelerons combining the functions of ailerons and air brakes in the split, lateral control surfaces. F-89Ds are on assignment with fighter interceptor squadrons of the Air Defense Command, Northeast Air Command and Alaskan Air Command. F-89H and J are the latest versions of this fighter interceptor. Crew: 2.



PIASECKI HELICOPTER CORP.

(See REMARKS)

Morton, Pa.



Piasecki H-21C Workhorse

TYPE • Transport

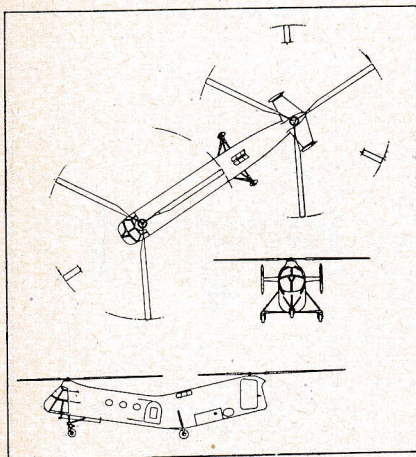
DESIGNATION • H-21C (Army)
H-21B (Air Force)
H-21B (RCAF)

SPECIFICATIONS • Rotor Diameter 44 ft.; Length 52 ft. 6 in.; Height 16 ft.; Empty Weight 8500 lb.; Gross Weight 13,300 lb.; Overload Gross Weight 15,000 lb.; Engine Wright R-1820-103, 1425 hp takeoff; Fuel Capacity 300 gal.; Gear fixed tricycle.

PERFORMANCE • Maximum Speed 135 mph at S. L.; Cruise Speed 98 mph at S. L.; Rate of Climb 960 fpm; Service Ceiling 10,000 ft.; Range over 450 mi.

REMARKS

New company name of Vertol Aircraft Corp. being submitted to shareholders for approval as Year Book went to press. The H-21B is the Air Force model in this series, and is similar to the H-21C. The fuselage is of all metal stressed skin, semi-monocoque construction. The cockpit has side-by-side seating with the pilot on the right and complete hydraulic controls. In addition, the H-21B has an autopilot. The main entrance door is located on the left side at the rear of the cabin.



PLANES IN PRODUCTION

PIPER AIRCRAFT CORP.

Lock Haven, Pa.



Piper PA-18 Super Cub

TYPE • Two-place

DESIGNATION • PA-18

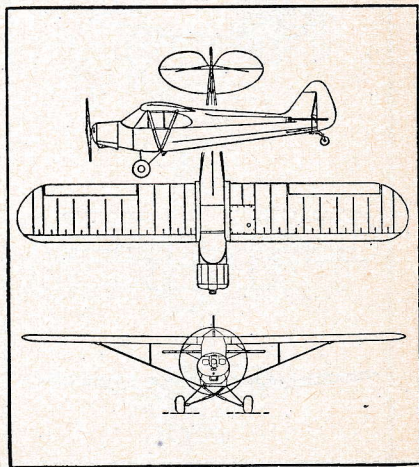
SPECIFICATIONS • Span 35.3 ft.; Length 22 ft. 5 in.; Height 6 ft. 7 in.; Empty Weight 930 lb.; Gross Weight 1750 lb.; Wing Loading 10 lb. per sq. ft.; Power Loading 11.6 lb. per bhp; Engine Lycoming O-320, 150 hp at 2700 rpm at S. L.; Fuel Capacity 36 gal.; Projeller Sensenich; Gear conventional.

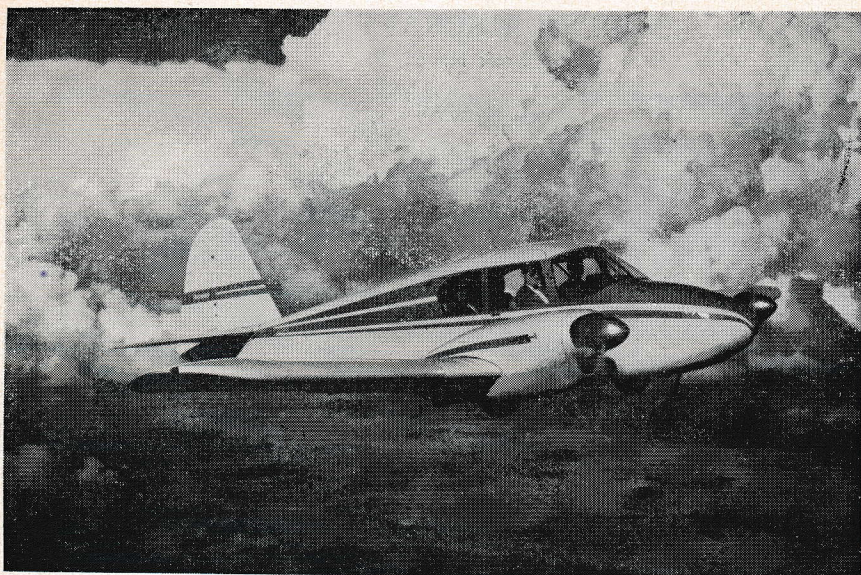
PERFORMANCE • Maximum Speed 130 mph; Cruise Speed 115 mph at 75 percent power at 7,000 ft.; Landing Speed 43 mph; Rate of Climb 960 fpm at S. L.; Service Ceiling 19,000 ft.; Range 460 mi.

REMARKS

This series also comes as an agriculture model with a gross of 2,070 lb. equipped

with a 110 gal. chemical tank. Another version is the PA-18T with a 108 hp Lycoming used by the Air Force in some of its civilian training programs. This model has a 108 hp Lycoming engine.





Piper PA-23 Twin Apache

TYPE • Four-place

DESIGNATION • PA-23

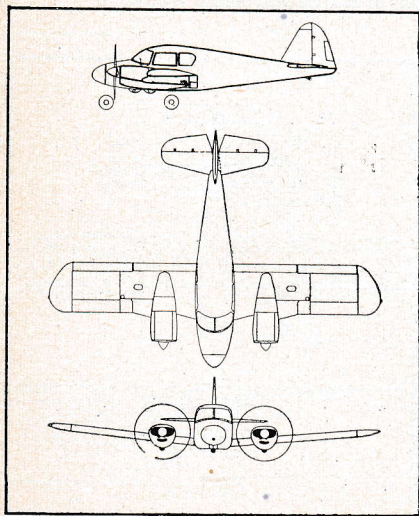
SPECIFICATIONS • Span 37 ft.;

Length 27.1 ft.; Height 9.5 ft.; Engine (2) Lycoming O-320, 150 hp at 2700 rpm; Gross Weight 3500 lb.; Empty Weight 2180 lb.; Useful Load 1320 lb.; Wing Loading 17.2 lb. per sq. ft.; Power Loading 11.6 lb. per hp; Wing Area 204 sq. ft.; Baggage 196 lb.; Fuel capacity 108 gal. with auxiliary tanks.

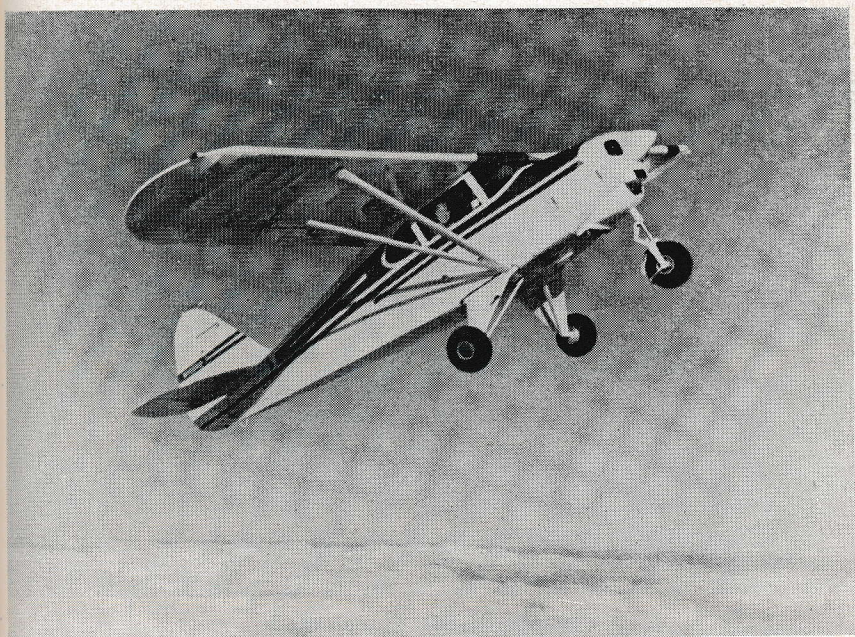
PERFORMANCE • Cruise Speed more than 165 mph.

REMARKS

This new Piper twin Apache is all-metal design with short takeoff characteristics and slow landing speed for short field operations. It is capable of maintaining altitude at full gross weight on one engine. The rear seat can be removed in less than two minutes to provide 80 cu. ft. of unobstructed stowage space. The model can be converted into an ambulance plane with room for one stretcher and attendant in the rear seat. The cabin has been built so that a hatch can be cut in the floor for camera installation. Flap and landing gear controls are shaped as an airfoil and wheel respectively for positive identification.



PLANES IN PRODUCTION



Piper PA-22 Tri-Pacer

TYPE • Four-place

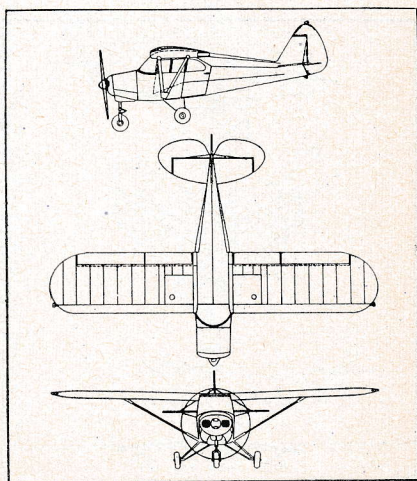
DESIGNATION • PA-22

SPECIFICATIONS • Span 29.3 ft.; Length 20.4 ft.; Height 6.2 ft.; Empty Weight 1100 lb.; Gross Weight 2000 lb.; Wing Loading 13.5 lb. per sq. ft.; Power Loading 13.3 lb. per bhp; Engine Lycoming O-320, 150 hp at 2700 rpm takeoff; Fuel Capacity 36 gal.; Propeller Aeromatic or Sensenich controllable pitch; Gear tricycle.

PERFORMANCE • Maximum Speed 137 mph; Cruise Speed 123 mph at 75 percent power at 7,000 ft.; Landing Speed 48 mph; Rate of Climb 800 fpm at S. L.; Service Ceiling 15,500 ft.

REMARKS

Tri-Pacer offers auxiliary gas tank 8 gals. As optional equipment. Production continued heavy on the Tri-Pacer during 1955.



REPUBLIC AVIATION CORP.

Farmingdale, L. I., N. Y.



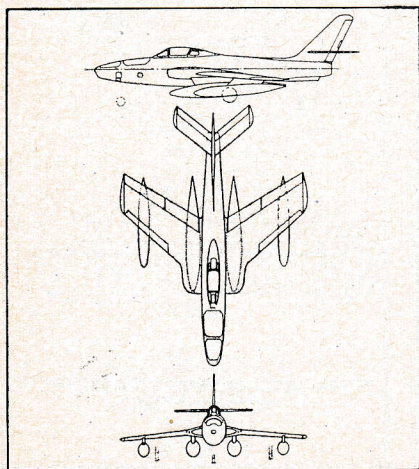
Republic RF-84F Thunderflash

TYPE • Reconnaissance
DESIGNATION • RF-84F (Air Force)
SPECIFICATIONS • Span 33 ft. 6 in.; Length 47 ft. 6½ in.; Height 15 ft.; Engine Wright J65, 7200 lb. thrust.

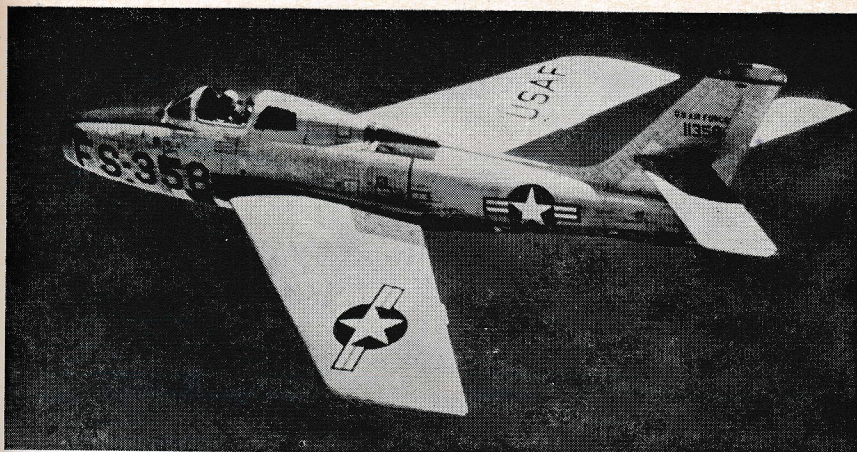
PERFORMANCE • Maximum Speed more than 650 mph; Service Ceiling over 45,000 ft.; Range with Maximum Fuel Load over 2000 mi.

REMARKS

The RF-84F Thunderflash is the first reconnaissance aircraft equipped with the whole combination of standard aerial cameras plus the dicing camera. It is also the first fighter-type aircraft equipped with the Tri-Metrogon camera. The RF-84F was designed to meet requirements for a high speed, high or low altitude, day or night photo plane capable of getting vital intelligence photos. It mounts four .50 caliber machines guns to fight its way to and from the target—if necessary. Wing root air intakes enable installation of a sweep variety of cameras from among 15 day and night types. Teamed with the Convair B-36 carrier plane in the composite known as FICON, it joins the 10,000-mile range of the bomber with its own 2,000-mile range, speed and maneuverability. It can take off and land from the mother plane in mid-air. The Thunderflash serves in the U. S. Air Force and the air forces of NATO nations.



PLANES IN PRODUCTION



Republic F-84F Thunderstreak

TYPE • Fighter bomber

DESIGNATION • F-84F (Air Force)

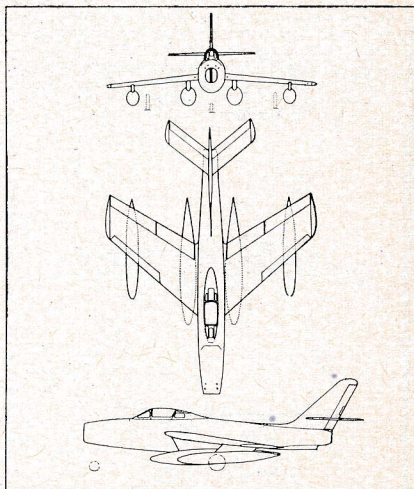
SPECIFICATIONS • Span 33 ft. 6 in.; Length 43 ft. 4 in.; Height 14 ft. 4 in.; Gross Weight 25,000 lb.; Engine Wright J65-W-3, 7200 lb. thrust.

PERFORMANCE • Maximum Speed more than 650 mph; Service Ceiling 45,000 ft.; Range with Maximum Payload over 2000 mi.

REMARKS

The F84-F has a primary mission as fighter-bomber, but its performance and versatility make it adaptable for interception and escort missions. It is armed with six .50 caliber machine guns and can carry more than 6000 lb. of bombs, rockets and napalm. In addition, it is listed as capable of carrying the atomic bomb. It is in service with six USAF commands and the air forces of NATO nations. Holder of the official U. S. transcontinental speed record

(652 mph), the Thunderstreak also holds the world's non-stop jet fighter distance record (5118 miles, England to Texas). The F-84F, the Air Force's first swept-wing fighter-bomber, far exceeds performance of previous F-84 models. It has a one-piece stabilator for greater maneuverability and is equipped for in-flight refueling.

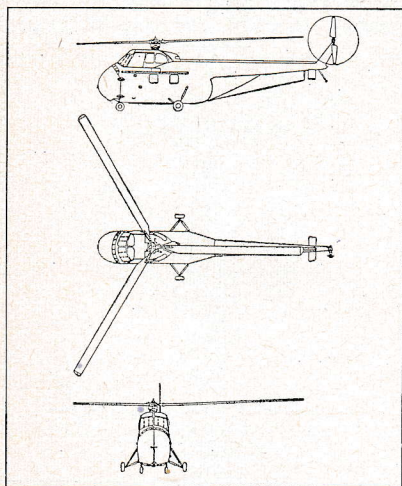


SIKORSKY AIRCRAFT DIVISION
UNITED AIRCRAFT CORP.
Bridgeport, Conn.



Sikorsky S-55

TYPE • Helicopter



344

DESIGNATION • S-55 (Army); H-19 (Air Force, Army); HRS (Marines); HO4S (Navy, Coast Guard)

SPECIFICATIONS • Main Rotor Diameter 53 ft.; Tail Rotor Diameter 8 ft. 9 in.; Length 42 ft. 2 in.; Height 13 ft. 4 in. Empty Weight 4,795 lb.; Gross Weight 7,200 lb.; Engine Pratt & Whitney Wasp S1H2 with 600 bhp; Fuel Capacity 185 gal.

PERFORMANCE • Maximum Speed 101 mph; Cruise Speed 86 mph; Maximum Rate of Climb at Sea Level 780 fpm; Range 405 st.mi.

REMARKS

The S-55 has a seating capacity of crew (pilot and copilot) passengers (military—10 (commercial)—7, with alternate cargo capacity of 340 cubic feet. Military models have Wright R1300 engine.

PLANES IN PRODUCTION



Sikorsky XH-39

TYPE • Helicopter

DESIGNATION • S-59
XH-39 (Army)

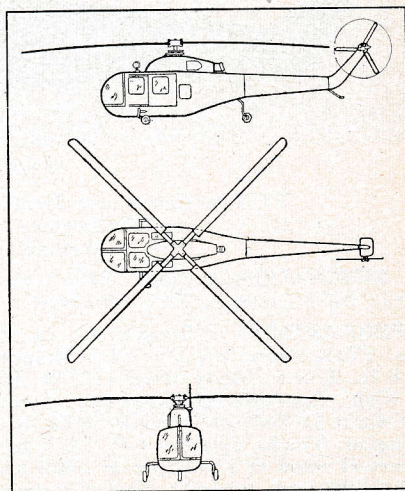
SPECIFICATIONS • Main Rotor Diameter 35 ft.; Tail Rotor Diameter 6 ft. 4 in.; Length 30 ft. 3 in.; Height 9 ft. 8 in.; Empty Weight 2,200 lb.; Gross Weight 3625 lb.; Engine Turbomeca Artouste II with maximum power rating 425 hp at 35,000 rpm, continuous power rating 323 hp at 35,000 rpm.

PERFORMANCE • High speed at sea level 127 knots, cruising 120 knots; Maximum rate of climb 2300 fpm; Cruising range 290 miles.

REMARKS

The XH-39 set the world's speed record for helicopters when it flew at 156.005 mph over the 3 kilometer course at Windsor

Locks, Conn. The 81 feet of payload space offers adequate accommodations for three passengers and 100 lbs of baggage, or two litter patients and a medical attendant, or 800 lbs. of cargo.





Sikorsky HR2S

TYPE • Transport

DESIGNATION • HR2S-1 (Navy)

SPECIFICATIONS • Rotor diameter 72 ft.; Length 60 ft.; Gross Weight 28,500 lb.; Engine (2) Pratt and Whitney R-2800, derated to 1900 hp.

PERFORMANCE • All data are classified.

REMARKS

This new Sikorsky model is designated the

S-56 commercially. The HR2S-1 carries two Marine squads (26 men) or three jeeps plus crew. Commercial version, projected for 1958-59, will carry 34 passengers in airline service. Rotor and tail fold for carrier stowage. Autopilot and anti-icing equipment are standard. Clam-shell nose doors permit cargo and troop loading with greater ease than in previous side door loading models. Retractable main landing gear is the first on a production helicopter. Five bladed main rotor and four bladed tail rotor are all-metal and fold mechanically for stowage.



Sikorsky HSS-1

TYPE • Cargo and Transport Helicopter Anti-Submarine

DESIGNATION • S-58 HSS-1 (Navy); H-34 (Army); HUS (Marines)

SPECIFICATIONS • Length 47 ft. 2 in. (Tail Pylon not Folded); Height 14 ft. 2 in.; Empty Weight 7530 lb. (With Standard Equipment); Gross Weight 12,600 lb.; Payload 5070 lb.; Engine Wright Cyclone C-9, 1275 hp normal rated at 2500 rpm or 1425 hp at 2800 rpm takeoff; Fuel Capacity

220 gal.; Main Rotor Diameter 56 ft.; Main Tires 11.00 x 12; Tail Wheel 6.00 x 6.

PERFORMANCE • Maximum Speed 115 mph at 1275 hp at 2500 rpm at 3500 ft.; Cruise Speed 90 mph at 2500 rpm; Maximum Rate of climb 1100 fpm at S. L.

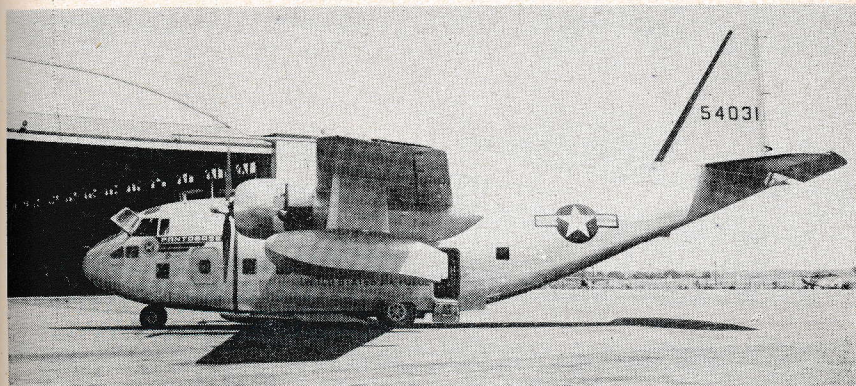
REMARKS

Specifications and performance data of the HSS-1, Navy version using a Wright R-1820 engine are classified.

PLANES IN PRODUCTION

STROUKOFF AIRCRAFT CORP.

West Trenton, N. J.



Stroukoff YC-123-E

TYPE • Assault transport

DESIGNATION • MS-18
YC-123E (USAF)

SPECIFICATIONS • Span 110 ft.; Length 72 ft. 2 in.; Height 32 ft. 10 in.; Gross Weight 52,600 lb.; Engines (2) Pratt and Whitney R-2800-99W; Propeller Hamilton Standard 4-blade; Wing Area 1223.2 sq. ft.

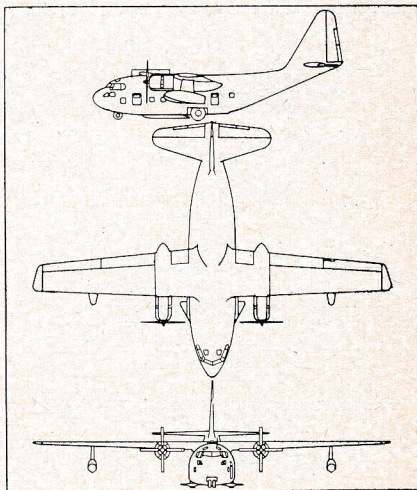
PERFORMANCE • Cruise Speed 179 mph; Range 1500 mi.

REMARKS

The YC-123E represents the latest design by the Stroukoff Aircraft Corporation of its C-123 series transports for the United States Air Force. The first flight demonstration took place at the air base of the U. S. Naval Aircraft Station in Philadelphia. The ship performs successfully from both land and water and is capable of landing or taking off from ice, snow, sand or unprepared natural landing surfaces, as well. The familiar wing tip floats of a seaplane are on the wings of the YC-123E, but absent are the usual massive boat hull or main floats. Instead, two water skis are tucked up underneath the belly of the plane in flight and during land operations, then lowered a couple of feet for water op-

erations. The bottom of the fuselage has been made watertight to provide full buoyancy.

The company is currently in production, for the Air Force, of a service test quantity of military air transports, which will incorporate the Stroukoff designed Boundary Layer Control Wing, with the Pantobase gear, creating an entirely new concept of close-in support aircraft.



TAYLORCRAFT, INC.

Conway, Pa.



Taylorcraft Model 20

TYPE • Four place

DESIGNATION • Model 20

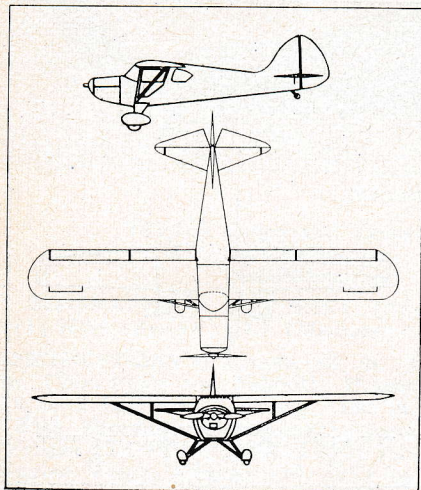
SPECIFICATIONS • Span 34 ft. 8 in.; Length 24 ft. 4 in.; Height 7 ft. 1-11/16 in.; Empty Weight 1625 lb.; Gross Weight 2750 lb.; Wing Loading 15.4 lb. per sq. ft.; Power Loading 12.2 lb. per bhp; Engine Continental O-470-J, 225 hp normal rated; Fuel

Capacity 66 gal.; Propeller McCauley, fixed; Main Tire 7.00 x 6 Cleveland C2000H; Wing Area 178.5 sq. ft.; Aileron Area 14.38 sq. ft.; Flap Area 14.3 sq. ft.; Fin Area 9.35 sq. ft.; Rudder Area 9.36 sq. ft.; Stabilizer Area 15.84 sq. ft.; Elevator Area 13.98 sq. ft.

PERFORMANCE • Maximum Speed 160 mph at 100 percent hp at 2550 rpm at S. L.; Cruise Speed 150 mph at 70 percent hp at 2450 rpm at S. L.; Landing Speed 60 mph; Rate of climb 1000 fpm at S. L.; Service Ceiling 15,000 ft.; Absolute Ceiling 16,000 ft.; Range with Maximum Payload 300 mi.; Range with Maximum Fuel Load 675 mi.

REMARKS

This advanced structural achievement in aircraft manufacturing has been made possible through the development of molded fibreglas, the first all new aircraft structural material to be perfected in over 30 years. Wings, fuselage, cowl, doors, seats, gas tanks and other structures of the new Taylorcraft models are made of molded fibreglas. A bridge-type frame of welded steel tubing together with the fibreglas structure forms a rugged fuselage of unequalled safety. This same regard for safety has been engineered in the wing and tail structures.



PLANES IN PRODUCTION

TEMCO AIRCRAFT CORP.

Dallas, Tex.



Temco D-16A

TYPE • Four place

DESIGNATION • D-16A

SPECIFICATIONS • Span 33 ft. 4½ in.; Length 27 ft. 2 in.; Height 9 ft. 6½ in.; Empty Weight 2350 lb.; Gross Weight 3600 lb.; Wing Loading 20.2 lb. per sq. ft.; Power Loading 10.6 lb. per bhp; Engines (2) O-340-A1A Lycoming, 170 hp (each) normal rated, or 170 hp at 2700 rpm takeoff; Fuel Capacity 146 gal.; Propeller Hartzell HC82X6 full feather constant speed; Main Tire 7.00 x 6, 6 ply; Nose Tire 6.00 x 6, 6 ply; Wing Area 178.3 sq. ft.

PERFORMANCE • Maximum Speed 180 mph at 340 hp at 2700 rpm at S. L.; Cruise Speed 170 mph at 238 hp at 70 percent power at 7000 ft.; Landing Speed 60 mph (flaps down/stall with 2 engines); Rate of climb 1400 fpm at S. L.; Service Ceiling 20,000 ft.; Absolute Ceiling 21,000 ft.; Range with Maximum Payload 900 miles with 106 gal. fuel system; Range with Maximum Fuel Load 1200 mi. with 146 gal. fuel system.

REMARKS

A more powerful and versatile version of the Riley twin-engine conversion of the Ryan Navion. 146-gallon fuel system incorporates wingtip fuel tanks. Has been licensed by CAA. In production at Temco's Greenville center.

