After World War II the employment at Chance Vought dropped to 3,600 from a peak of 13,516 during the war. As the Cold War tensions increased in the 1950's, so did the employment at Vought, which reached 13,800 by November 1953 and 17,000 by 1957. In the early 1950s, Vought was still producing the F4U Corsairs which were seeing heavy duty in the Korean War. Corsairs were used mostly for low-altitude ground support, but Corsair pilots shot down twelve enemy aircraft including a MIG-15 jet. The last Corsair (the 12,571st) was delivered in February 1953, and the last operational carrier landing of a F4U Corsair was made on the *USS Valley Forge* in 1956.

Development of the F7U Cutlass, which started in the late 1940's continued in the early 1950's, and production of the Cutlass started in 1953. However, production was cut back in 1954, and the last Cutlass rolled out the door in 1956.

Development of the Regulus I guided missile started in the late 1940's, and flight testing began in 1950. The Regulus I missile was powered by a turbojet engine and cruised at subsonic speeds, going supersonic in its terminal dive to the target. It had a 500-nautical mile range and was designed to carry nuclear warheads to inland targets when launched from offshore submarines and cruisers. Regulus I missiles were deployed on submarines through 1964.

In May 1953 Chance Vought Division of United Aircraft won the new day fighter contract over seven other competitors. This new fighter, the XF8U-1 Crusader, flew supersonic on its maiden flight on March 2 5, 1955. Twelve-hundred-sixty-three Crusaders were eventually built. The aircraft set several speed records and won a number of awards for excellence. Later, in the 1960s, several hundred were remanufactured to extend their service life. Reserve U.S. units used them until 1986. Forty- two were built for the French Navy, and the final flights of these French Crusaders occurred at the aircraft's retirement ceremonies in Brest, France on December, 1, 2, 3, 1999.

On July 1, 1954 the Vought Division separated from United Aircraft and became an independent corporation, Chance Vought Aircraft Inc., with C. J. McCarthy as Chairman of the Board and Fred Detweiler as president.

In the months after the Allied victory, Vought began work on two important programs. The first was a 600 mph jet interceptor, the XF7U-1 Cutlass. This was the first American tail-less design and the Navy's first swept-wing design. A production version was delivered to the Navy in the spring of 1950. The second project begun in 1945 was an air-breathing missile that became Regulus I. It too would make its first flight in 1950. Vought was more than ready for the new decade.

The early years of peace brought Vought another kind of engineering challenge. For reasons of national security, the Navy was intent on distributing essential military manufacturers across the country, moving them out of the congested and vulnerable coastal areas of the Northeast. When North American vacated the modern facilities it had built near Dallas for wartime aircraft production, the Navy proposed that Vought take them over. The advantages were clear: Vought's plant at Stratford was already too small for its new projects and it was beginning to show signs of age. But the challenges were also clear: The company would have to move 1,300 key personnel and their families together with 27 million pounds of equipment-while still trying to produce the F4U-5 and F6U-1. The move was announced in April, 1948 and completed only fourteen months later. It was the largest overland industrial relocation up to that time, and there were plans in Hollywood to make a movie of it starring Spencer Tracy.

The Last Corsair and the Last Cutlass

Model Number : TE-1A, TE-1B/T35
Model Name : Buckaroo
Model Type: Trainer

Early in 1948 Temco's President Robert McCulloch received an inquiry from the Philippine government expressing an interest in a tandem trainer version of the Swift airplane. The first TE-1A was a modification of the Swift GC-1B, hand-built to rough layout drawings, the major difference in appearance being the tandem seating arrangement which resulted in a narrow windshield and an elongated two-piece canopy with a fixed bubble at the rear. This TE-1A prototype was completed late in 1948. After initial flight tests a 145-hp Continental engine replaced the original 125-hp installation. Early in 1949 Temco's management received word that the Air Force planned to hold a competition early in 1949 for a new primary/basic trainer. Temco built two additional prototypes for this competition, adding some minor improvements as time permitted. Temco was competing with two other training airplanes, namely the Fairchild XNQ-1 and Beech Aircraft's Model 45. On February 24, 1949, the Air Force trainer evaluation board chose the Beech Model 45 by a four to one vote. Temco's TE-1A was a distant third.

Although the USAF had decided against the TE-1A, interest had increased on the part of foreign governments, particularly the Philippine Republic. After a study of the competition evaluation, Temco decided to proceed with a program to improve the TE-1A. Some of the redesign included:

a. A three-inch increase in the overall length of the fuselage and a change in its cross section to be more compatible with the tandem seating.
b. The horizontal tail was raised nine inches.
c. Wing and fuselage fillets were added.
d. Improved landing gear with main gear relocation to improve ground handling characteristics.
e. Structural improvement in the wing to meet 9g loading.
f. Equipment and equipment installation changes were made including a change from a 12-volt to a 24-volt electrical system and radio installation changes to meet Air Force standards.

Concurrent with all this redesign Temco had decided to build, on speculation, ten of these production models powered by 145-hp engines.

Late in 1949 with the engineering and tooling about 75% complete, Temco received an order for three of the redesigned TE-1A's that would be designated AF T-35. The Air Force trainer competition had been revived. An evaluation program using students flying competing aircraft would be held at Randolph Air Force Base. Following receipt of the Air Force order, Temco decided that in addition to the extensive changes that had been made to the TE-1A, a 165-hp Franklin engine would be installed. The Air Force agreed to the change, and this model was designated the TE-1B and given the name "Buckaroo". Development of the TE-1A and the TE-1B continued concurrently. The TE-1A was designated for export, and the TE-1B was for the Air Force. One TE-1A was bought by the Israeli Air Force and a second one was bought by the Greek Air Force. In July, 1950, the three YT-35 Buckaroos were delivered to Randolph AFB to compete with the Beech T-34 Mentor, the Fairchild T-31, Boulton Paul Balliol, and the DeHavilland DHC-1B Chipmunk trainers. Later in 1950 the Korean War disrupted many U.S. military programs including the YT-35 evaluation. The aircraft ended up at

Connolly AFB, San Marcos, Texas. After ten months of rigorous training, the three YT-35's were returned to Temco in late July, 1951, for factory overhaul. They then were assigned to Goodfellow AFB where later all three were sold as surplus. The majority of the TE-1B's were sold to Saudi Arabia through the USAF under the mutual defense aid plan. Temco's contract with the Saudis called for ten TE-1B/T-35 aircraft and enough spares to keep them flying for years. The Saudi Arabian TE-1B aircraft included two 30-caliber machine guns, one mounted inside each wing and ten 2.75-inch rockets, five mounted under each wing.

Model Number : Model 8
Model Name : Luscombe Silvaire
Model Type: Private

The Silvaire was a two-seat light cabin monoplane featuring an all-metal semi-monocoque structure with a strengthened "safety-zone" cabin. The powerplant was one Continental C90-12F, four-cylinder, horizontally-opposed, air-cooled engine. It had a two-blade metal fixed-pitch propeller with a diameter of 5 feet, 11 inches (1.80 meters).

The Silvaire Aircraft Company manufactured the all-metal Luscombe Model 8 Silvaire light cabin monoplane, the original prototype of which was designed and built by Don Luscombe at the Mercer Airport, Trenton, New Jersey, in 1936.

At the end of World War II, the tooling, dies and other equipment to manufacture the Silvaire were moved by the Luscombe Airplane Corporation to Dallas, Texas, where production was resumed. In 1949, this company was purchased by the Temco Aircraft Corporation, which built about 50 Silvaires before suspending production to concentrate on military commitments. In January 1955, Silvaire Aircraft purchased the manufacturing rights for the Model 8 Silvaire from Temco and put it into production at Fort Collins. The first aircraft off the new line flew in September 1956, and the latest production models could be recognized by the square top fin and rudder introduced in 1958.

Dimensions	
Wingspan	35.00 ft
Overall Langth	20.00 ft
Height	6.30 ft
Weights and Capacities	
Empty Weight	870 lb
Gross Weight	1400 lb
Useful Load	
Fuel Capacity	12.50 gal
Oil Capacity	5 gal

Powerplant Characteristics	
Type: Continental C90-12F four-cylinder air-cooled	
Rating	2000 hp
Displacement	
Weight	
Size (length X diameter)	
Performance	
Maximum Speed, Sea Level	128 mph
Landing Speed, Sea Leavel	
Stall Speed, Sea Level	40 mph
Initial Rate-of-Climb	900 ft/min
Cruise Speed, Sea Level	
Range at Cruise Speed	500 miles
Service Ceiling	17000 ft
Absolute Ceiling	
Crew: 2	
Armament:	

Model Number :
Model Name : Riley Twin
Model Type: Private

The Riley Twin was a conversion of the well-known four-seat Navion into a twin-engine aircraft. The Riley Aircraft Company completed the first conversion in April 1952, and the type received its Approved Type Certificate early in 1953.

Temco began production of the Riley Twin in April 1953 under a contract with the Riley Aircraft Company. In December 1953, Temco purchased the exclusive engineering and conversion rights for the Riley Twin.

In 1954 Temco introduced an improved version of the Riley Twin, the prototype flying for the first time on September 1, 1954. The new conversion had 170-horsepower Lycoming engines. The first production aircraft flew on February 23, 1955

No Photograph Available

Dimensions	
Wingspan	33.87 ft
Overall Langth	12.16 ft
Height	9.54 ft
Weights and Capacities	
Empty Weight	2350 lb
Gross Weight	3600 lb
Useful Load	
Fuel Capacity	144.5 gal
Oil Capacity	
Powerplant Characteristics	
Type: Two 4-cyliner Lycoming 0-340-A1A	
Rating	170 hp
Displacement	
Weight	
Size (length X diameter)	
Performance	
Maximum Speed, Sea Level	180 mph
Landing Speed, Sea Leavel	
Stall Speed, Sea Level	
Initial Rate-of-Climb	1400 ft/min
Cruise Speed, Sea Level	170 mph
Range at Cruise Speed	1200 miles
Service Ceiling	20000 ft
Absolute Ceiling	
Crew: 4	
Armament: .	

Model Number : Model 33
Model Name : Plebe
Model Type: Trainer

The Model 33 Plebe was Temco's entry into a U.S. Navy competition in 1953-1954 for a trainer aircraft. It was a two-seat low-wing monoplane with an aluminum fuselage and tandem cockpits with dual controls. Although it was flight tested successfully, it did not win the competition.

Dimensions	
Wingspan	31.21 ft
Overall Langth	24.04 ft
Height	9.83 ft
Weights and Capacities	
Empty Weight	1800 lb
Gross Weight	2500 lb
Useful Load	
Fuel Capacity	50 gal
Oil Capacity	3 gal
Powerplant Characteristics	
Type: Continental 0-47--13 6-cylinder Horiz. opposed air-cooled	
Rating	225 hp
Displacement	
Weight	
Size (length X diameter)	
Performance	
Maximum Speed, Sea Level	192 mph
Landing Speed, Sea Leavel	178 mph
Stall Speed, Sea Level	
Initial Rate-of-Climb	1350 ft/min
Cruise Speed, Sea Level	265 mph
Range at Cruise Speed	518 miles
Service Ceiling	20000 ft

Absolute Ceiling	
Crew: 2	