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ROCKETS

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creased performance, necessary in turn for both offensive and defensive duties. (It will be remembered that the ingenious V.1 missile failed in the end because its low performance made it too vulnerable; the same general trend has characterised the whole history of military aviation).

Arguments about the practical range limitations of rockets, which are based on present rocket motor and propellant performances, will probably be found, in the long run, to have no more lasting validity than those of the nineteen-twenties, which "proved" that the aeroplane could never have a range of more than a thousand miles with a worthwhile payload. We may, therefore, expect to see the development of defensive rocket missiles which can successfully counter the contemporary offensive turbojet or ramjet missiles (of the pilotless aircraft type), this leading in turn to the development of less vulnerable long-range offensive missiles using rocket propulsion.

All this assumes, of course, that in the nineteen-sixties and seventies (by which time these issues may have assumed great technical importance), we shall not already have succeeded in wiping ourselves out by "old-fashioned" methods of air warfare.

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JET TRAINER

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on a rate of descent of about 3000 ft./min. for day work.

The still air range, using internal tankage only, is 730 nautical miles at sea level. With drop-tanks, the corresponding figures are 1080 and 540 nautical miles. In each case, the distance covered on climb and descent is credited to the range.

Without drop tanks, rockets or other external equipment, the limiting Mach Number at high altitude is nearly 0.80, and with drop-tanks it is 0.70. —END

If we have avoided that fate, one hopes that a more enlightened generation will be devoting its attention to the much more worthwhile uses of the rocket discussed in my earlier article (July, 1950). END.

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