



Seaglider: The Marines Fly Just Above the Water

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The craft cutting across the sea surface is a **100% electric "seaglider"** developed by [REGENT Craft](#), a Wing-in-Ground Effect (*Wing-in-Ground Effect* - WIG) vehicle designed to bridge the operational gap between tactical transport aircraft and fast assault craft.

The platform operates through three distinct dynamic phases:

1. **Floating:** At the pier or while stationary, it behaves like a conventional vessel with a floating hull.
2. **Hydrofoil takeoff (Hydrofoils):** During acceleration, it rises onto high-efficiency *hydrofoils*, cutting through waves during high-speed coastal navigation.
3. **Ground-effect flight:** Once it reaches lift-off speed, it leaves the water and flies just a few meters above the sea surface within ground effect, reaching speeds in excess of **160 knots**.

As demonstrated by operational simulations — in which Marines deploy a *Combat Rubber Raiding Craft* (CRRC) directly from the side cargo door — the seaglider serves as a **rapid**

insertion and extraction platform. It requires no airport infrastructure, runways, or complex port facilities. It combines the responsiveness and speed of fixed-wing aviation with the direct accessibility of a naval assault craft, allowing small operational teams to insert into contested waters with organic combat equipment.



Addressing the "Tyranny of Distance" in EABO

For *Marine Littoral Regiments* (MLRs) tasked with executing **Expeditionary Advanced Base Operations (EABO)** doctrine, this platform offers a practical answer to the so-called "*tyranny of distance*" in the Indo-Pacific theater. Key characteristics for survivability on the modern battlefield include:

- **Reduced radar signature:** Flying just a few dozen feet above the sea surface allows the seaglider to remain below the detection horizon of conventional naval and land-based search radars
- **Minimal acoustic and thermal signature:** Distributed electric propulsion (*Distributed Electric Propulsion*) drastically reduces noise emissions and infrared signatures compared with conventional tiltrotors (such as the V-22 Osprey) or diesel landing craft.
- **Survivability in A2/AD environments:** In high-threat littoral areas, where dispersed platoons must control strategic maritime chokepoints, seaglidors can fly beneath enemy radar coverage to:
 - Rotate reconnaissance detachments (*RECON*).

- Transport heavy ammunition and reloads for anti-ship missile systems (*Naval Strike Missile*).
- Conduct high-speed medical evacuations (*CASEVAC*) between atolls and austere bases.



EXTERNAL DIMENSION		CABIN DIMENSIONS		CABIN VOLUME	
Length	55 ft.	Length	26 ft.	12 Pax Configuration	
Height	18 ft.	Height	6 ft.	Passenger Cabin	746 cu ft.
Wing Span	65 ft.	Width	5.5 ft.	Luggage Area	88 cu ft.
		Cargo Door	4.75 ft. x 5.4 ft.		

PAYLOAD		PERFORMANCE	
Useful Load Passenger Configuration	3,500 lbs.	Speed	160 knots
Useful Load Cargo Configuration	3,500 lbs.	Range	1,400 nm

Prospects for operations within the WEZ

Independent of runways, high-speed, and with a minimal signature, the electric seaglider is positioned to become a key asset for ensuring the tactical mobility and lethality of landing forces within a potential adversary's **Weapons Engagement Zone (WEZ)**.