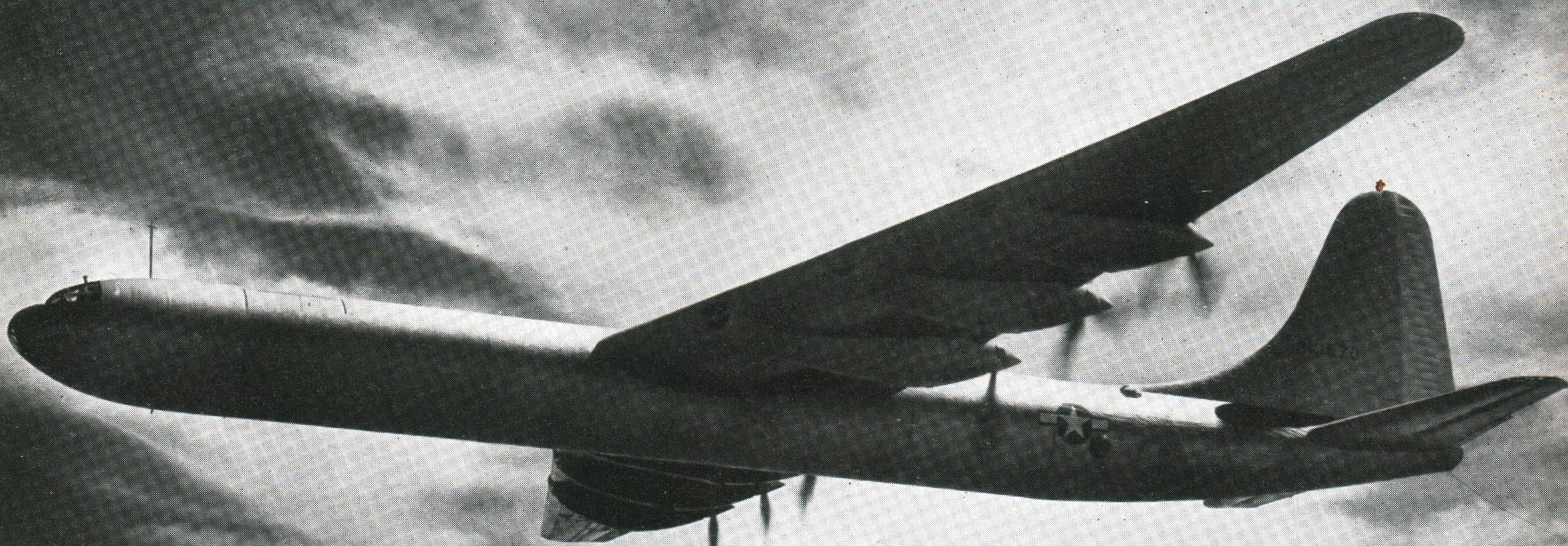


THE INTER



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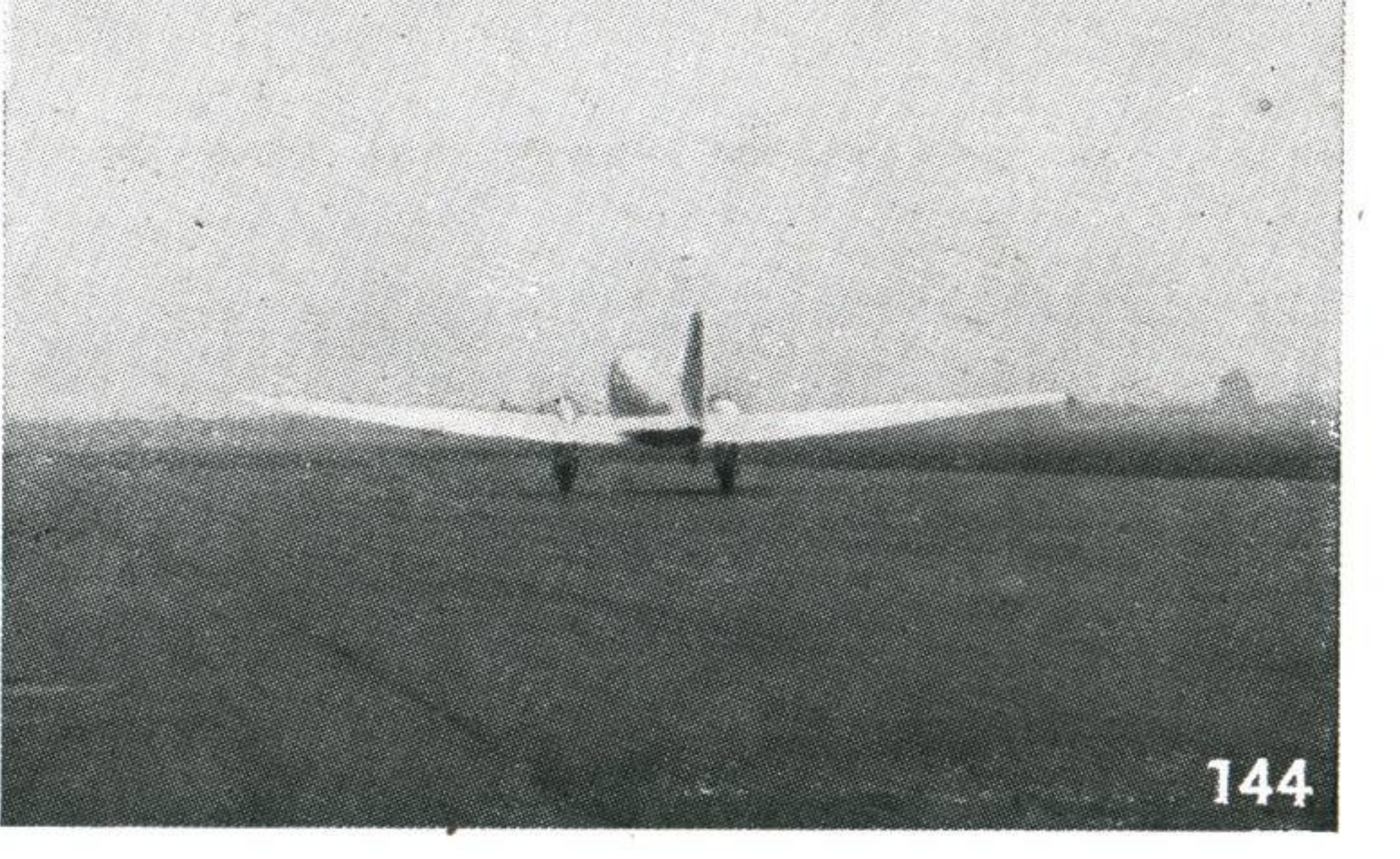
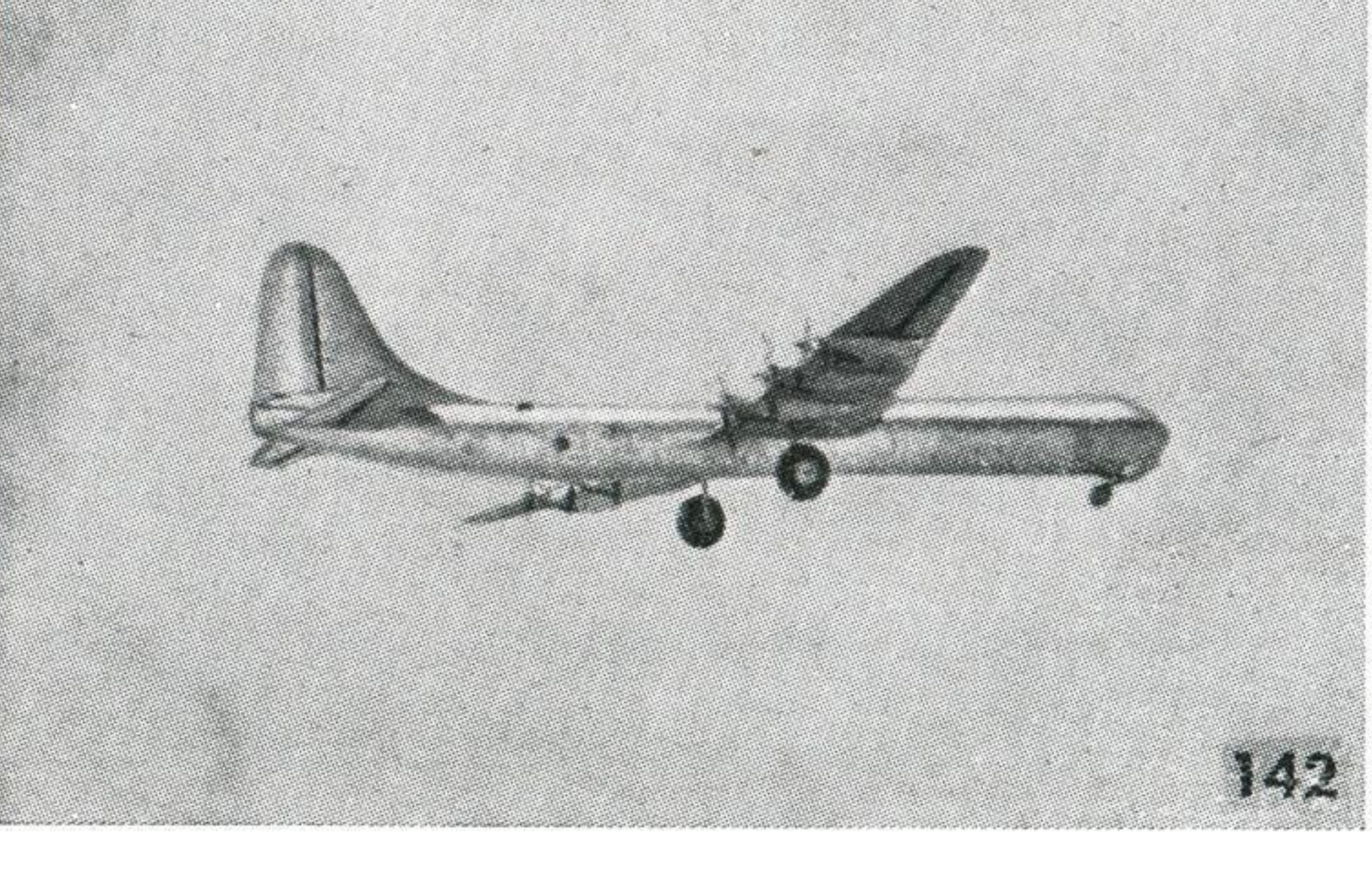
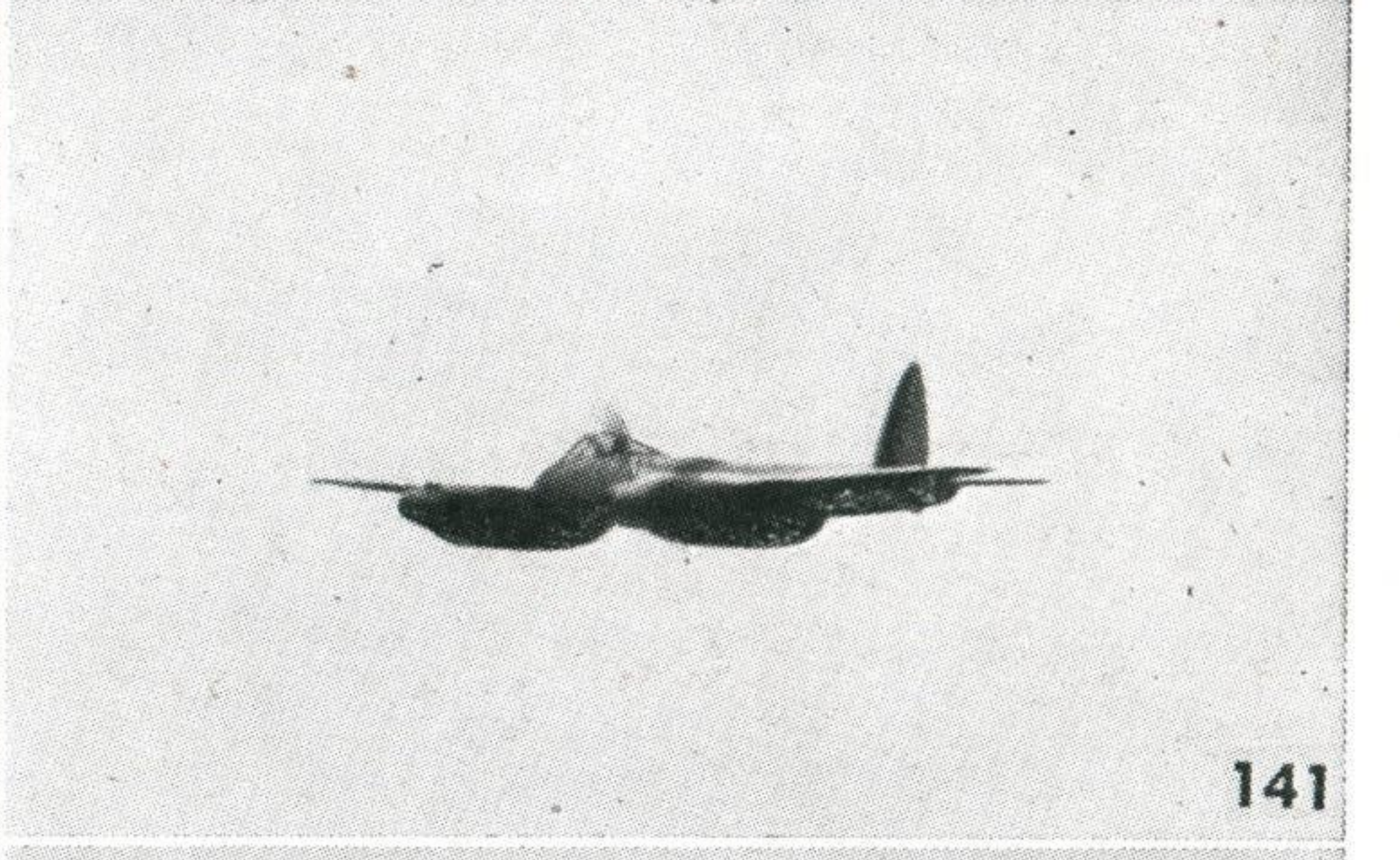
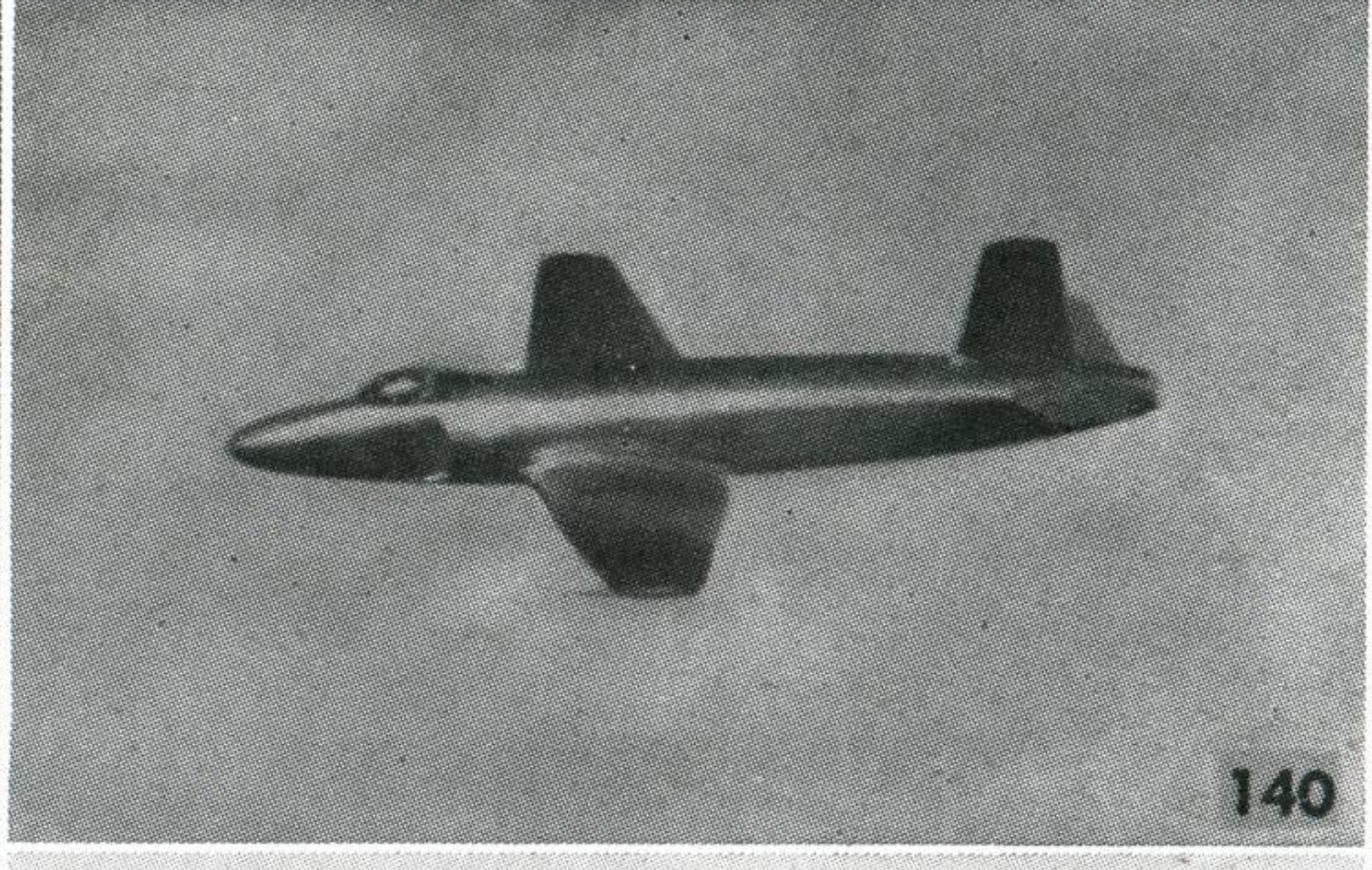
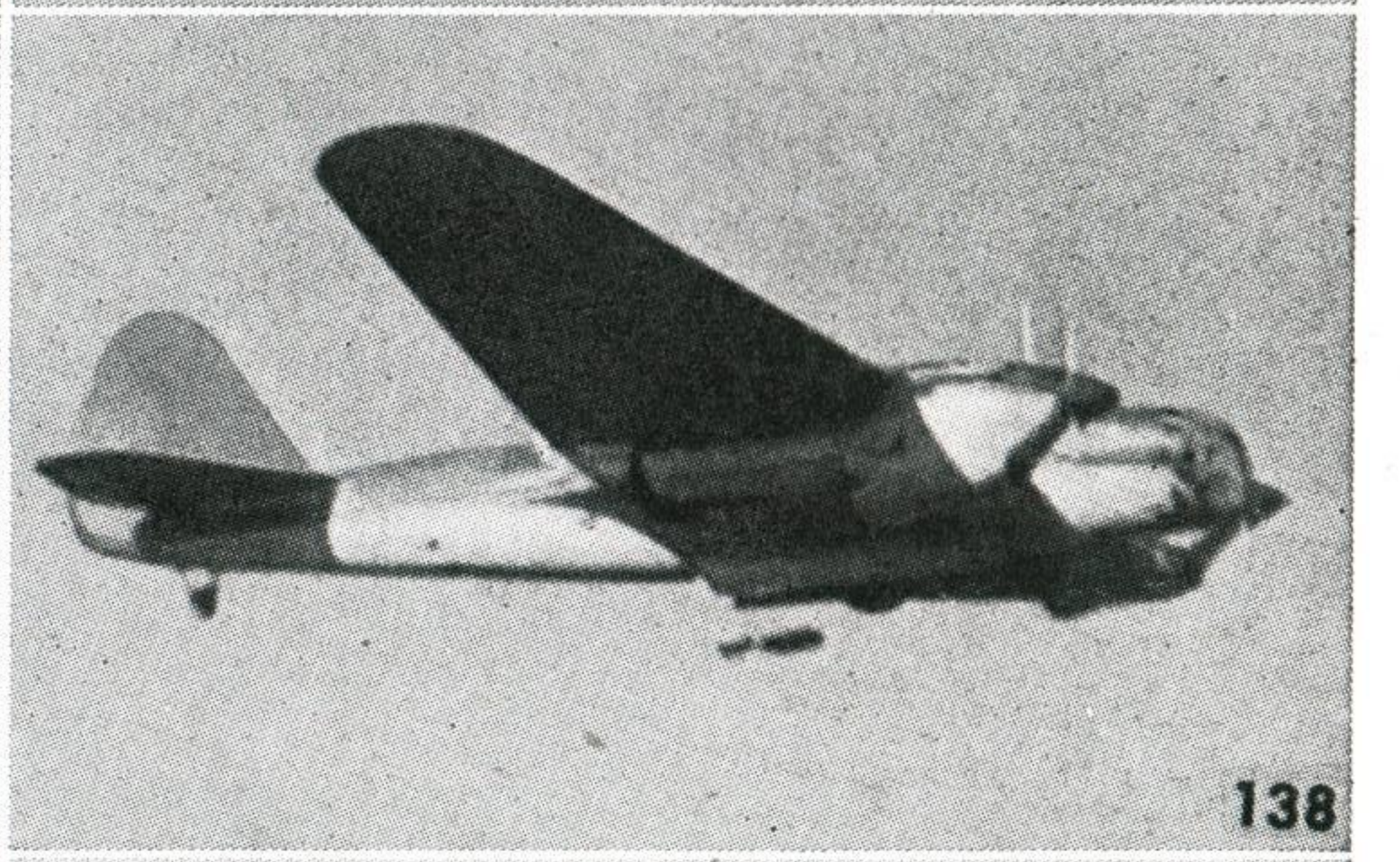
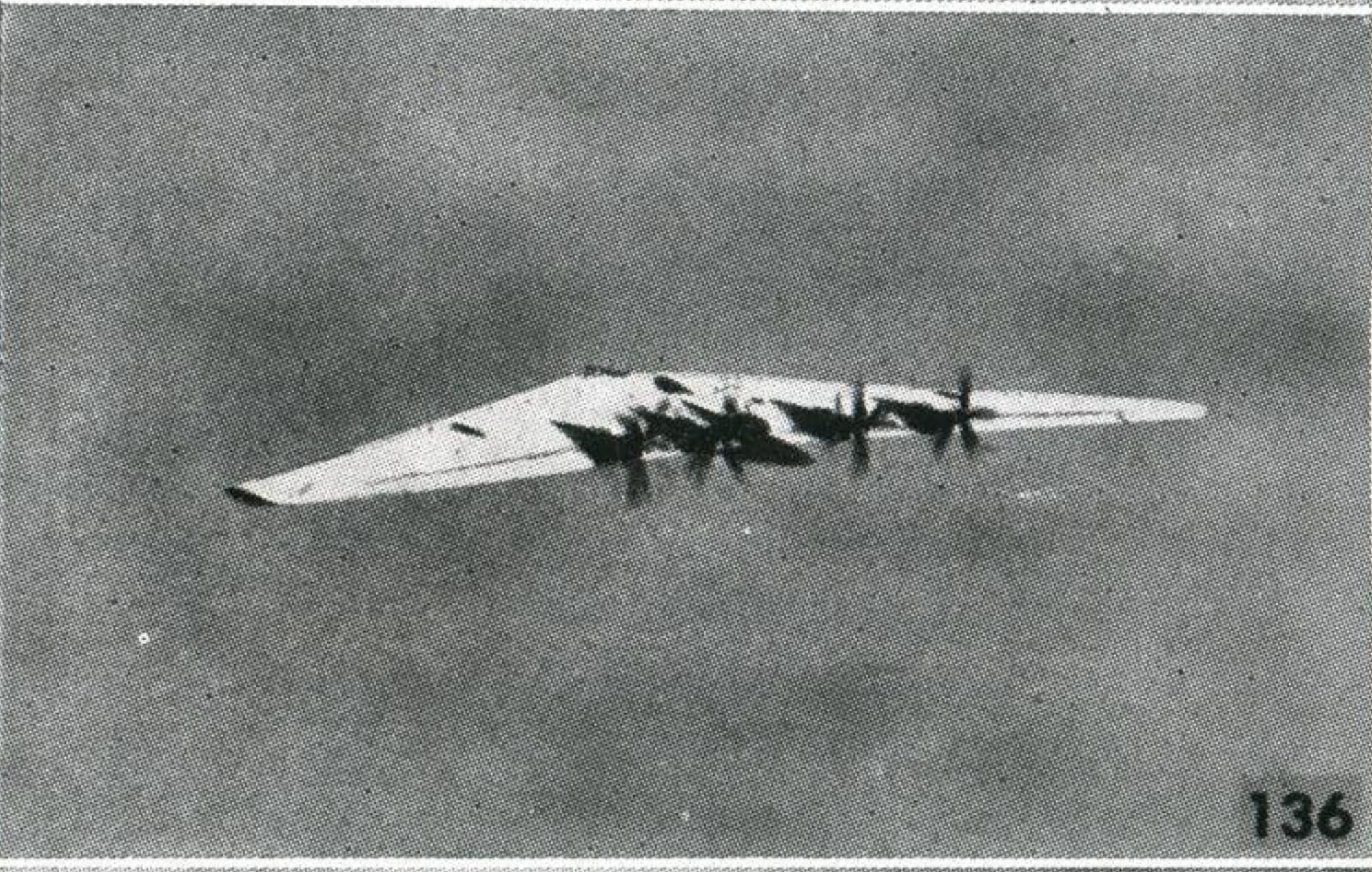
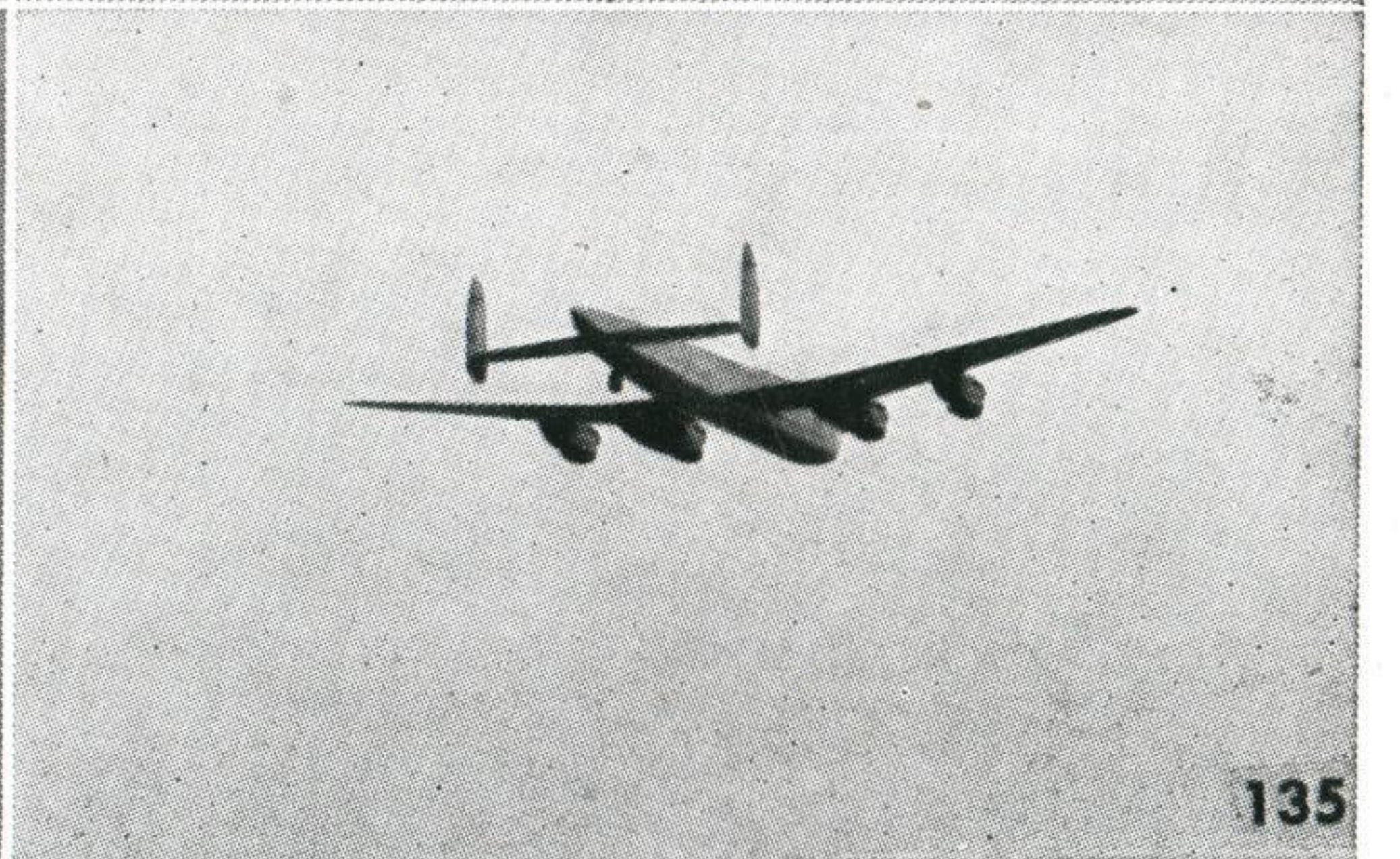
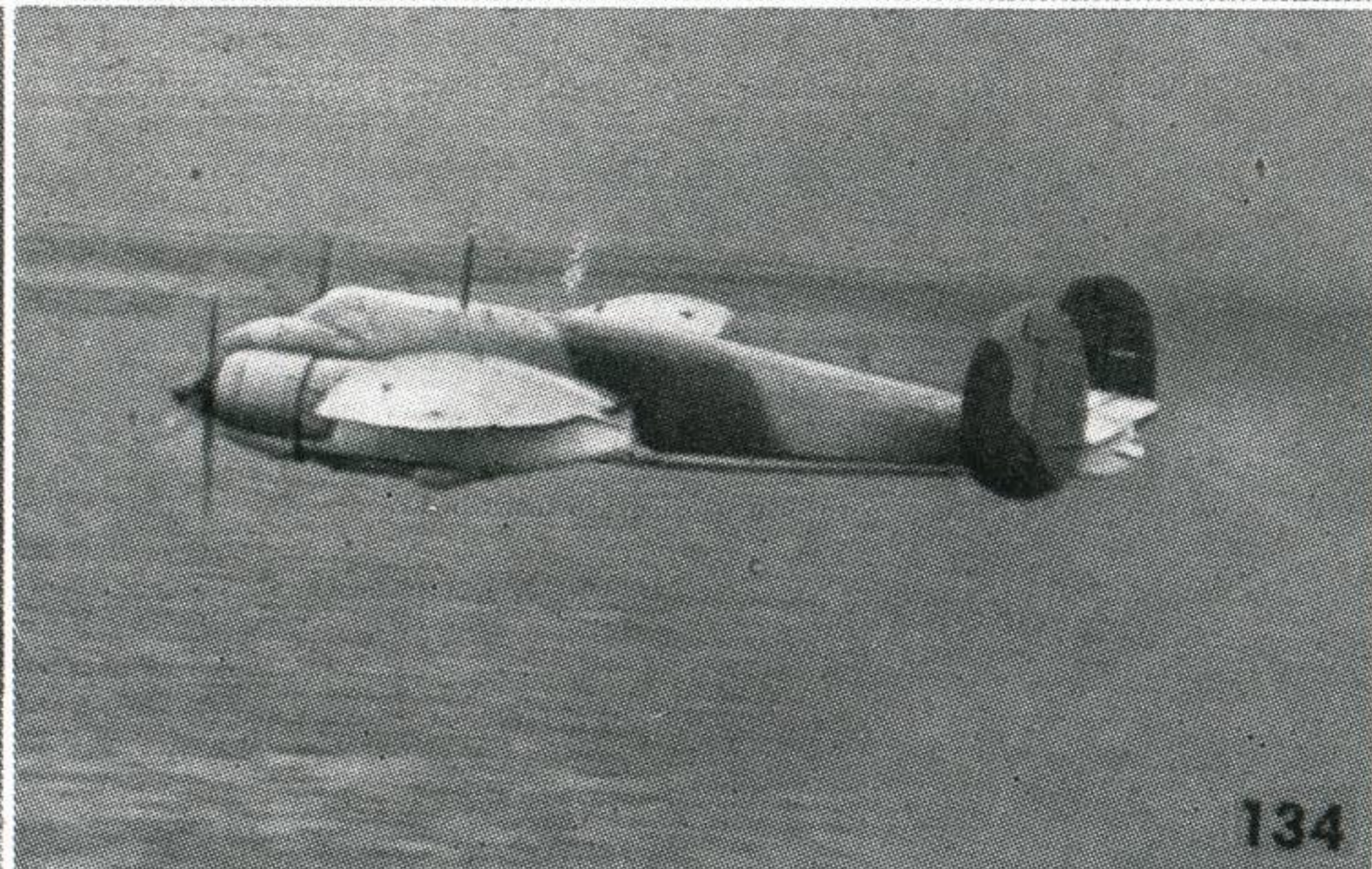
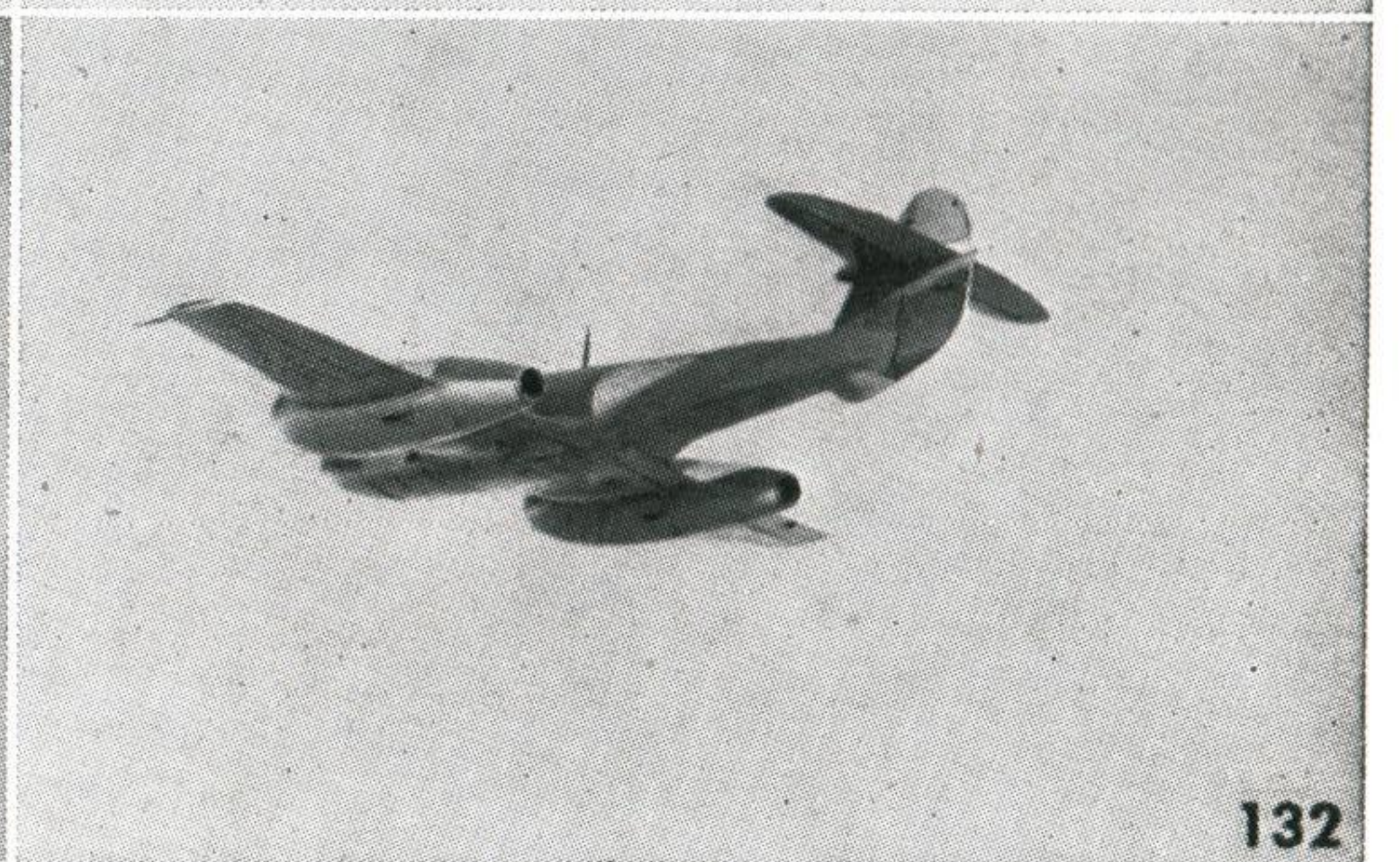
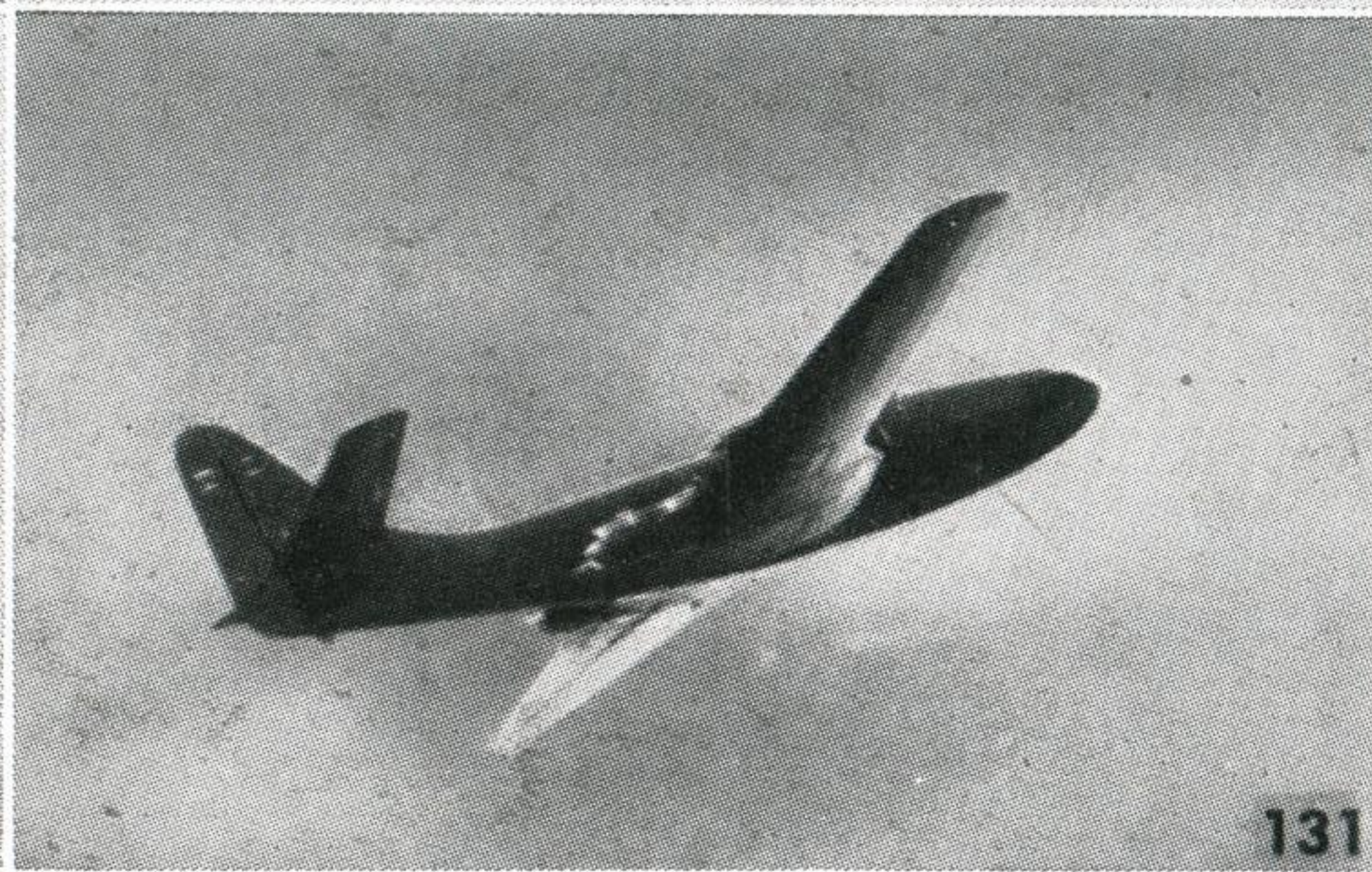
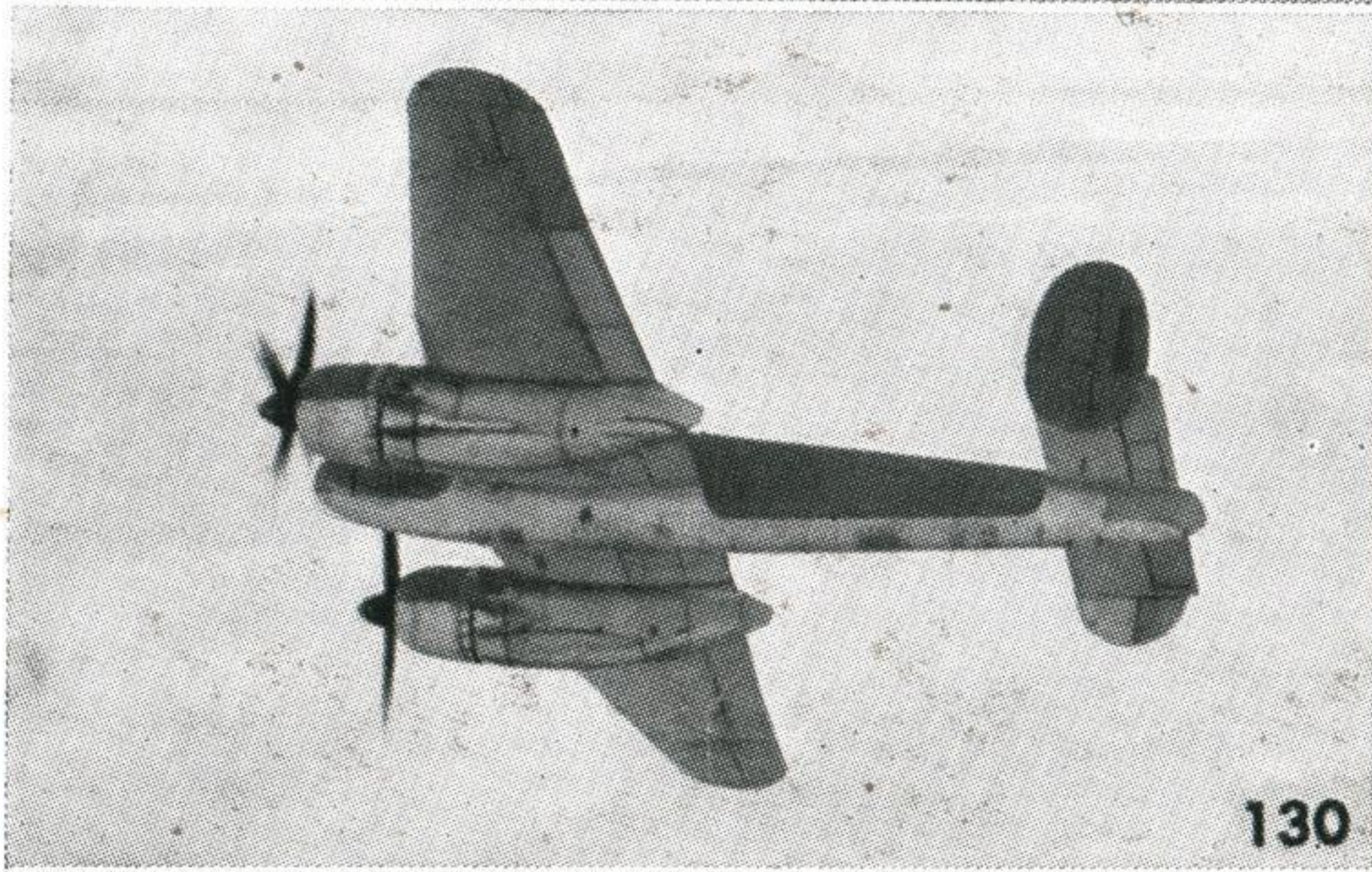
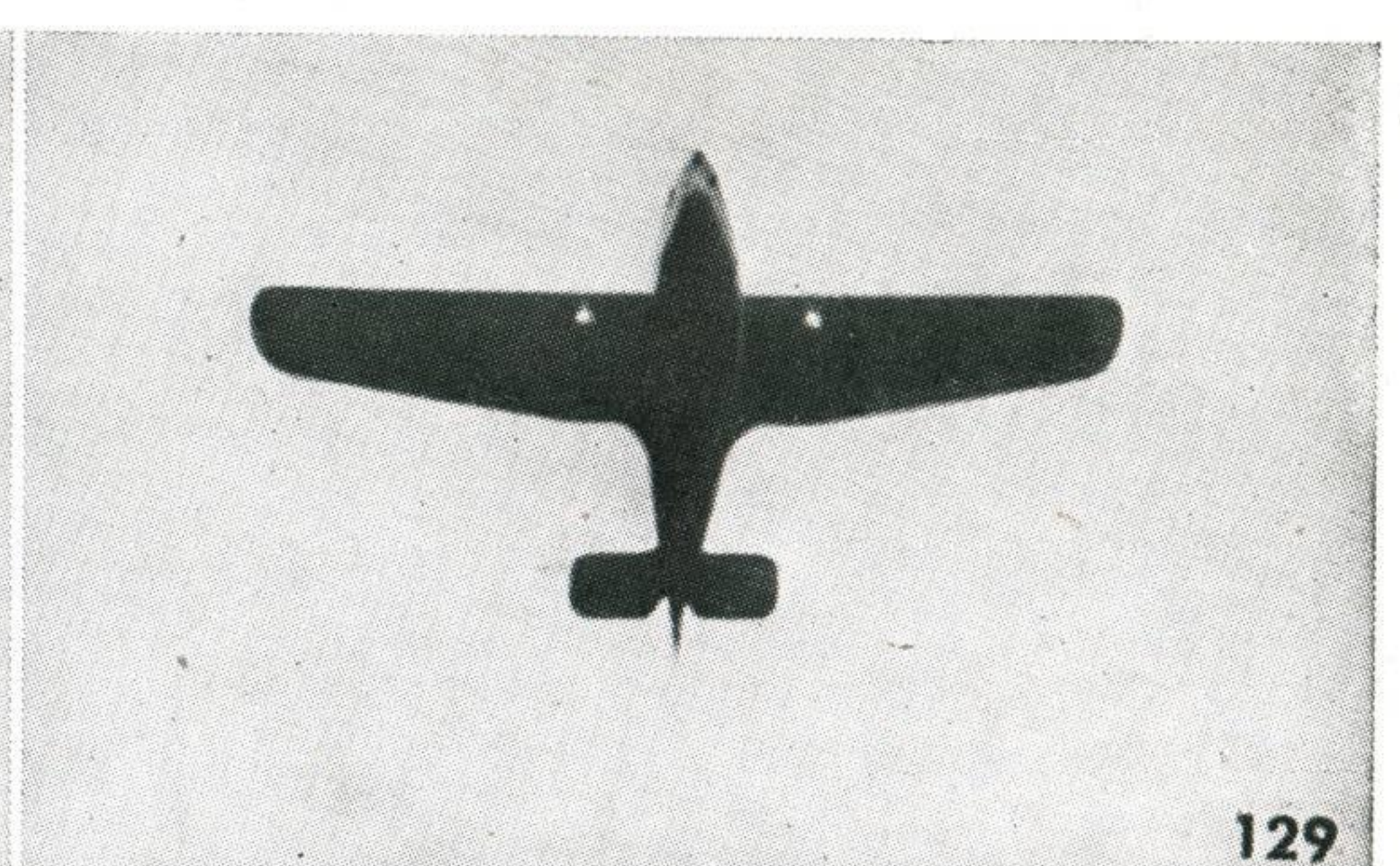
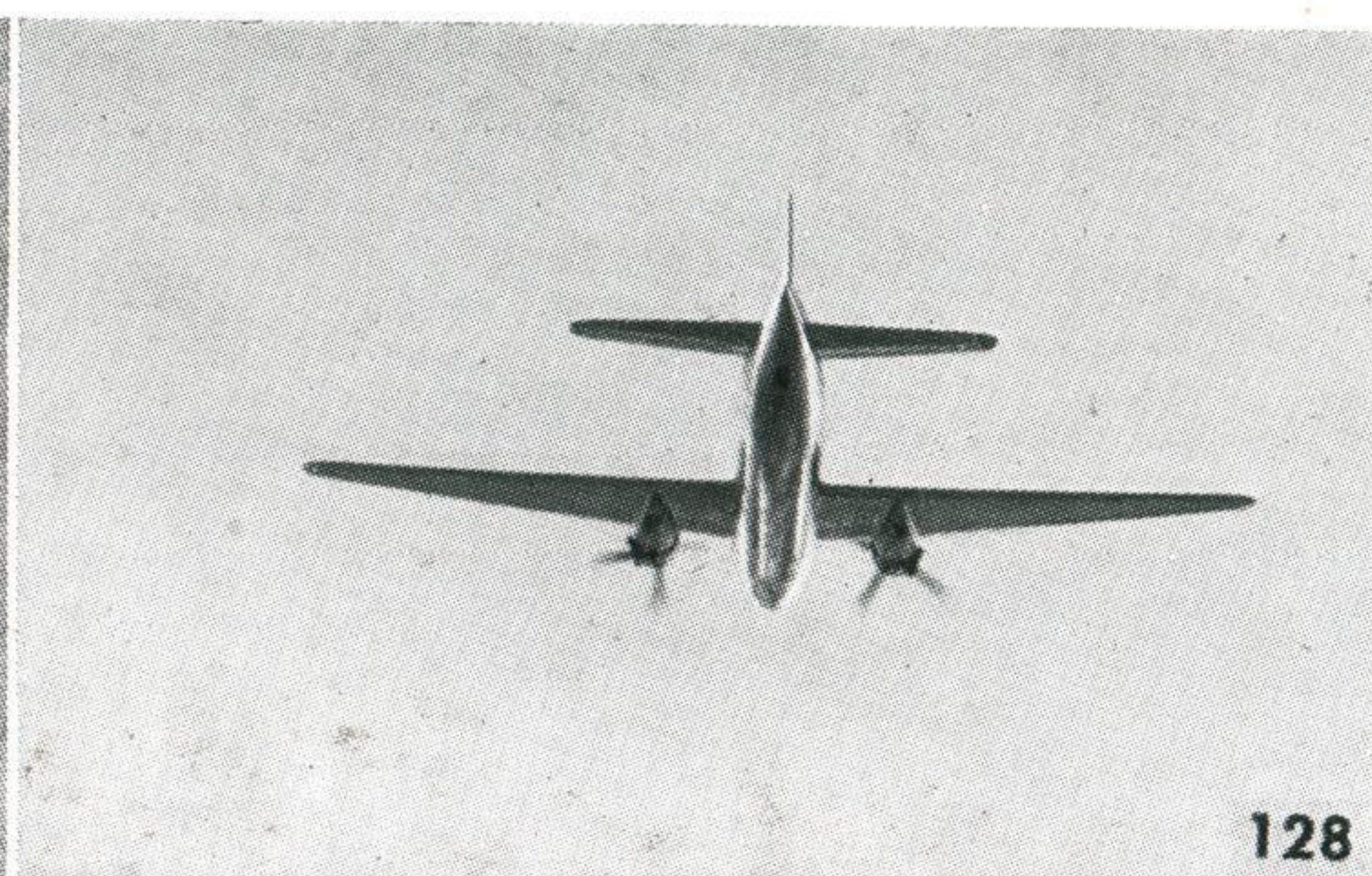
AIRCRAFT RECOGNITION *Journal*



New Series

FEBRUARY 1947

Volume I. No. 8



THE INTER



SERVICES

AIRCRAFT RECOGNITION JOURNAL

(NEW SERIES)

All Over the Place

WE publish in this issue of the Journal a selection of the world's aircraft. It is a small percentage because, apart from space considerations, the number of new aircraft being built at this time is very large. The whole world is busy building aeroplanes. They range from low-powered flyabouts to fantastic jet and athodyd creations. Between the two extremes lies a large mass of assorted aeroplanes.

From the Service standpoint we tend, perhaps, to concentrate our studies on aircraft which are a potential danger in war, but the last regrettable war showed that practically every type of machine had a war use. It is difficult to draw a line limiting the scope of our learning and thus our all-round knowledge of aeroplanes. Apart from this, however, every aeroplane represents the designer's solution of a problem—a compromise solution of a large number of demands. Military and Civil demands differ functionally; aerodynamically they are the same. "An aeroplane's an aeroplane for all that" is the only maxim for the efficient spotter.

For these reasons, selection has not been confined to military types. Also, we have included examples of the unorthodox as well as the conventional, for quite often the unorthodox aeroplane of today becomes the hack of tomorrow.

Today, there is hardly any part of the earth's surface which does not re-echo to the roar of aero-engines. We can say that almost any aeroplane, regardless of its origin, may be seen anywhere in the world. There are no frontiers in the air, nor are there boundaries in the field of recognition.

Make a Note

BRITAIN—The six **Boeing Stratocruisers** ordered for the B.O.A.C.'s London-New York service are to be given names of famous British flying-boats:—**Cabot II**, **Caledonia II**, **Cambria II**, **Caribou II**, **Clare II** and **Clyde II**. Twenty **Avro Tudor I's** are to be given a variety of names from the Tudor period.

Armstrong Whitworth are constructing a 4-engined all-wing aircraft—it may be completed this year.

CANADA—Engineering Products of Canada, Ltd. are producing their **S.G. VI** for various air lines. It is a 3-seater helicopter of "normal" layout, powered by a 178 h.p. Franklin engine.

NEW ZEALAND—80 **D.H. Mosquitoes** are being supplied to the Royal New Zealand Air Force. They are being flown out as they become ready.

U.S.A.—The following military types are being built in appreciable numbers:—**Lockheed P-80A Shooting Star**, and its photo recce. version, the **FP-80A**; **Fairchild C-82A Packet**; **Chance-Vought F4U Corsair**; **Grumman F8F Bearcat**; **Republic P-84 Thunderjet**. In smaller quantities:—**Northrop F-15A Reporter**, photo recce. development of the **P-61 Black Widow**; **Sikorsky R-5D** helicopter; **Martin PBM-5E Mariner**; **Douglas AD-1 Skyraider**; **Grumman F7F-4N Tigercat**; **Curtiss SC-2 Seahawk**.

Northrop Aircraft, Inc. are constructing the **XS-4** for the USAAF. Translated, this designation informs us that the aircraft is the 4th Experimental Sonic type for which the USAAF have authorised construction. The word "sonic" implies "the speed of sound" which is about 760 m.p.h. at sea level. Thus we have "sub-sonic" (below the speed of sound); "Super-sonic" (above the speed of sound), and "Trans-sonic" (crossing from "sub" to "super"). But we will explain this business more fully in an article to be published soon.

The **Grumman Mallard** is a new American amphibian. It is similar in layout to the pre-war Grumman Goose and Widgeon but is rather larger, seating 8-10 passengers. Engines are two 600 h.p. Pratt and Whitney Wasp radials. Span 66 ft. 8 ins.

The latest U.S. Navy 2-seat primary trainer is the **Fairchild XNQ-1**. Built to the "Harvard" pattern, it houses both occupants beneath a huge teardrop canopy.

FRANCE—A projected jet bomber is the **Nord 1601** two-seater with a swept-back wing. It is proposed to use two Rolls-Royce Derwents, the top speed being about 580 m.p.h. at 39,000 feet.

DENMARK—Air ambulance services use **D.H. Rapides**, a **General Aircraft Monospar, KZ. III's**, a **KZ. IV** and have some **Miles Gemini's** on order.

ITALY—Linee Aeree Italiane (Italian Air Lines) is starting operations with 14 **Douglas Skymasters**.

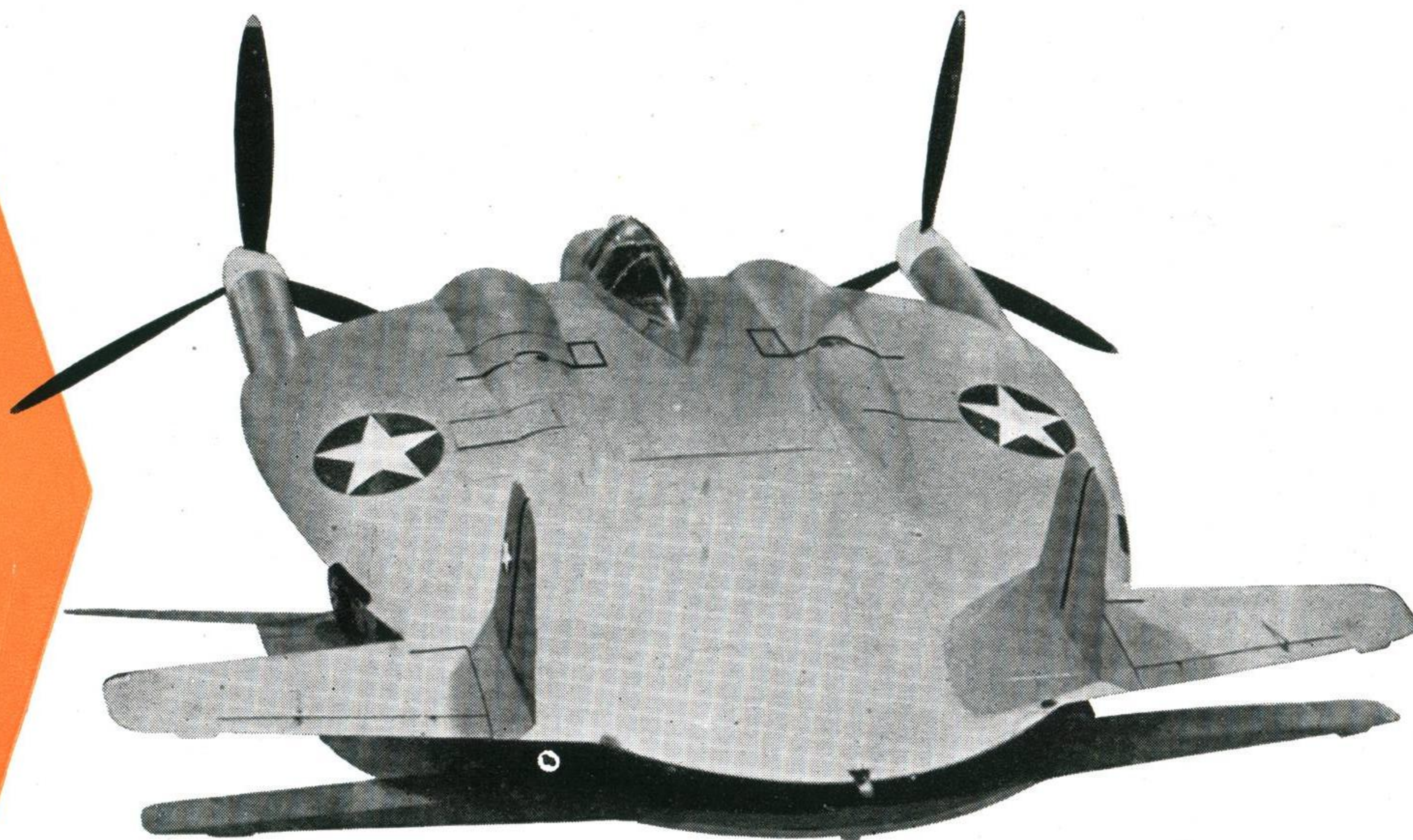
SCANDINAVIA—The Scandinavian Air Lines System has ordered seventeen **Douglas DC-6's**, the development of the DC-4 Skymaster. A picture of the DC-6 was published in the August issue of the Journal.

SPAIN—The Spanish air line Iberia is using **DC-4 Skymasters** on its Madrid-Buenos Aires service.

PORTUGAL—Companhia do Transportes Aereos operates **D.H. Rapides**.

THE SHAPE OF WINGS TO COME?

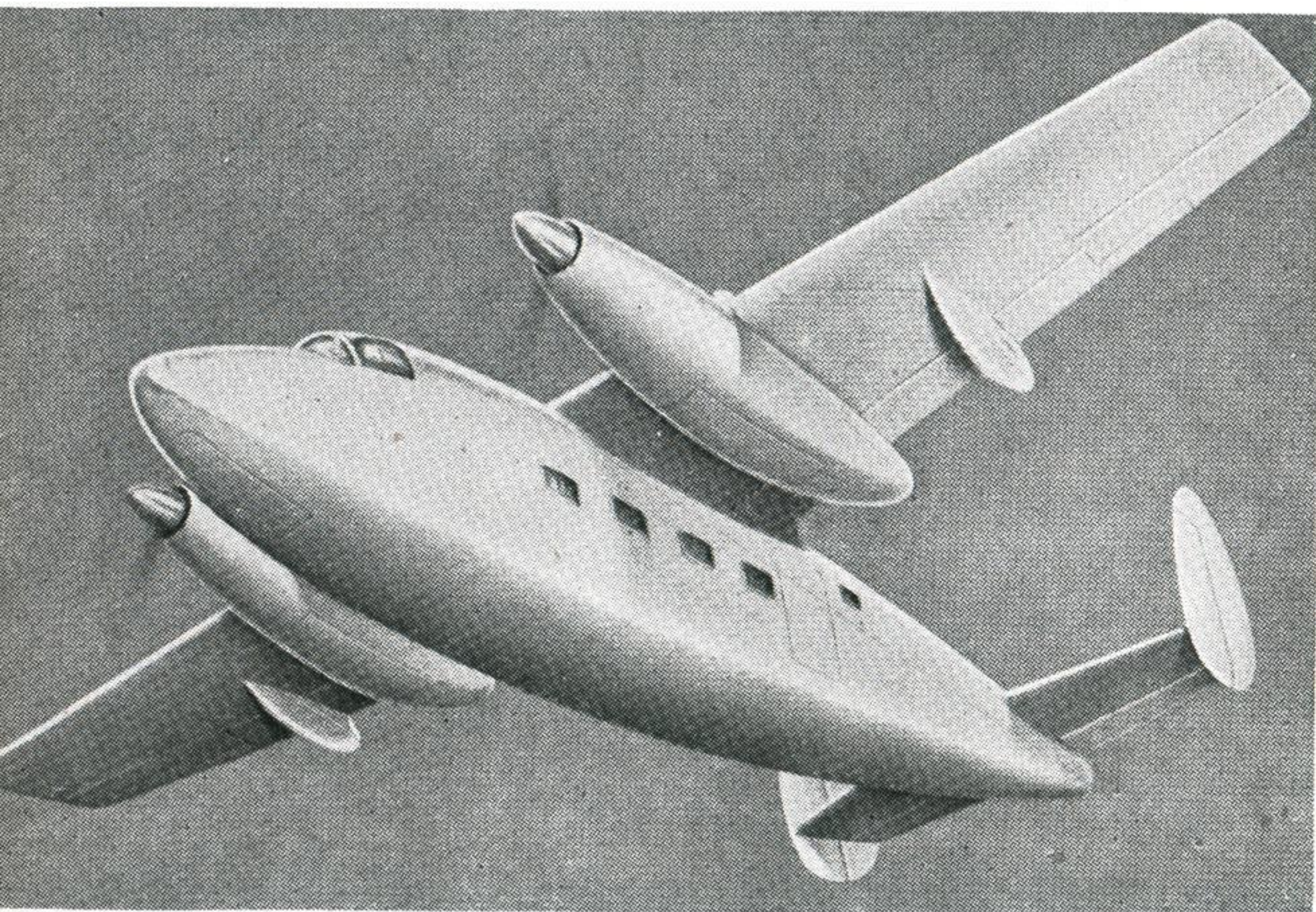
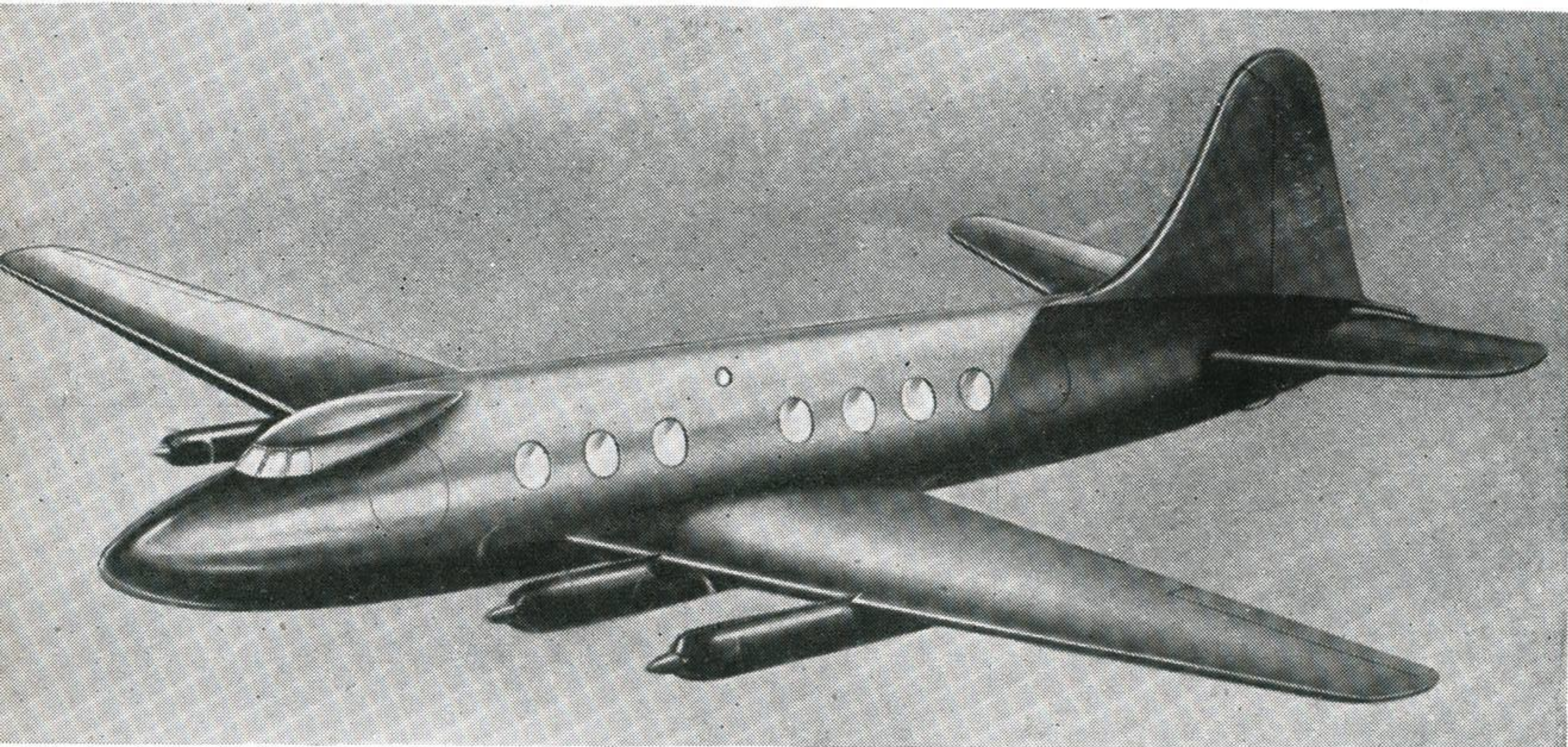
THE lowest of the low in aspect ratios is the round winged **Chance-Vought XF5U-1 "Skimmer"** or "Flying Pancake". It is really another form of flying wing, though it has stabilizing and controlling surfaces at the rear. A U.S. Navy fighter, it is designed for exceptional climbing ability, a speed range from hovering to 550 m.p.h. with prop-jets. At present it is fitted with two Pratt & Whitney Wasp Radials, 1350 h.p. each, and with these the speed range is only 40-460 m.p.h. Two large opposite rotating propellers, driven by shafting from the engines within the wings, sweep a fast slipstream over the whole wing, thus imparting lift at very low forward speeds. The Skimmer is at present being test flown. The pilot is seated normally within the cockpit, but experiments are being made with the view to putting him in the prone position. At a guess, guns could be mounted in the wing root inside the propellers or in the sides of the cockpit nacelle. With such a speed range its value as a Navy fighter is obvious. Charles Zimmerman designed it. Recognitionally it is a "piece of pancake."



GREAT BRITAIN'S large and valuable contribution to the world's ever increasing numbers of aircraft cannot be adequately dealt with in this small selection of pictures. The number of pictures is limitless, but space in the Journal is heavily circumscribed.

Symbolic, perhaps, of this period of "make do and mend" and of shortages in so many things, is the extension of, what we might call, the allotted span of that famous aeroplane, the Anson, in the form of the Avro XIX. Of the future, the Vickers VC-II and Miles Marathon II are alike significant.

Britain's air lines will, for the time being at any rate, have to "make do" with aircraft which, although good as aeroplanes, are not entirely suitable for service in the present circumstances. To offset this, some new American types will be used for the time being. However, as time goes by and the



↑ The **Vickers-Armstrongs VC-2 (Brabazon IIB)** passenger transport project is likely to have four Rolls-Royce Dart prop-jet units. Available data:—Maximum Speed 330 m.p.h. (Span 89ft. 0ins.).

← Artist's impression of the **Miles Marathon Mk. II** reveals two power units only (Armstrong Siddeley Mambas) and no central fin. Fairings on the wing streamline flap operating mechanism normally covered by nacelles in the Mk. I.



Despite its hump, the **Vickers-Armstrongs Spitfire Trainer** retains full beauty of line and form, so admirably exhibited in this first-class shot by Charles E. Brown. All Marks of Spitfire can be so modified. This is a Mk. VIII.

(Span 36ft. 10ins)

Great



To caption this picture we almost wrote "Curiosity killed the . . ." But perhaps we'd better not. And someone will get us wrong if we dwell on beauty of line and form. A case when even a de Havilland Vampire can be difficult to describe.

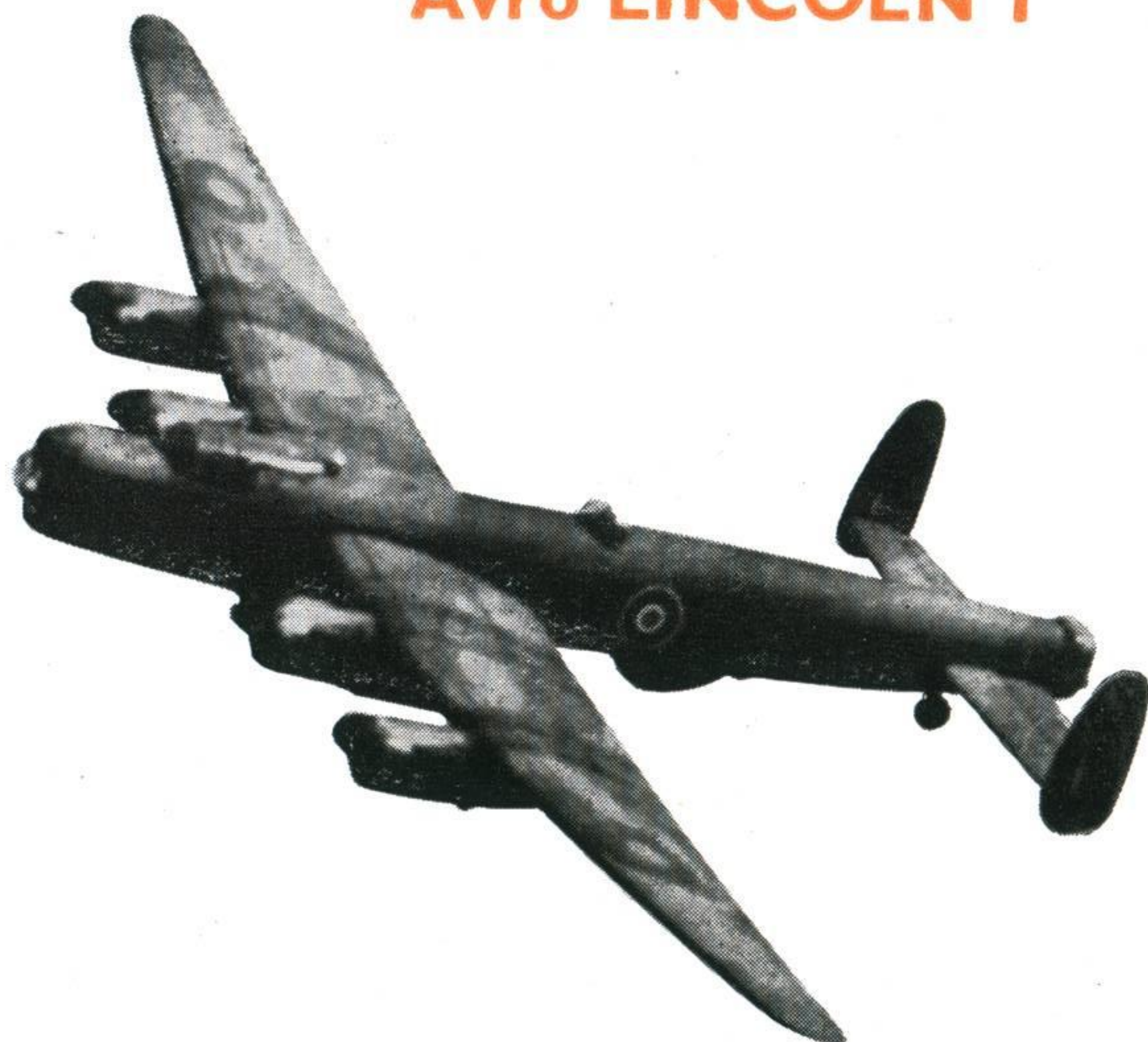


↑ "Hell knows no Fury like a **Sea Fury X**". The Hawker Sea Fury X ranged on a carrier's deck. Note tail unit and arrester-hook details. (Span 38 ft. 5 ins.).

Yo heave ho! or manhandling a **Blackburn Firebrand T.F. Mk. IV** complete with torpedo. What a lot of structure detail to mug up! Is it being ranged or struck down? ↓ (Span 51 ft. 3 ins.).



Avro LINCOLN I



Britain

"A bright, dazzling, transient object in the sky" so says the dictionary of the Meteor. Even more so now that all **Gloster Meteors Mk. IV** are to have clipped wings to improve aerobatic performance.



production of our own new types gets under way, the older ones and the foreign acquisitions will gradually disappear.

In the military sphere, we have the world's finest aircraft in service. Of that there is no question. There are even more progressive types to come. Our selection shows both the latest piston-engined types as well as the latest jet-propelled machines. The days of propeller-driven aircraft are by no means over either in civil or in Service flying.

The aircraft we have selected are nearly all flying in good numbers and the others won't be long. As to the older aircraft, including many not illustrated in this issue, they will be with us yet awhile, and altogether, from the recognition point of view, there can hardly be a greater variety of interesting British aeroplanes to watch for in whatever part of the world you do your spotting.

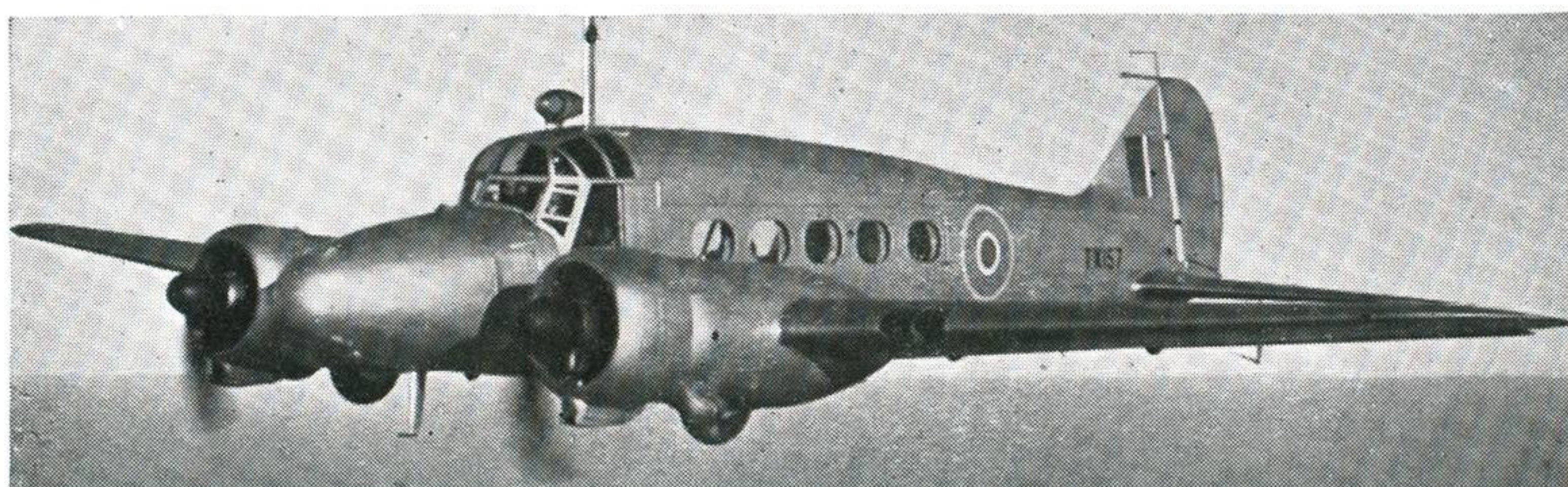
(Right) a **Tudor II**, below a Tudor, too—but it's a Mk. I. The Mk. II looks more inquisitive. The Mk. I is an interim model for airline work until the Tudor II is ready. England rose to great heights in the days of the Tudors. History often repeats itself.

(Span 120 ft. 0 ins.).



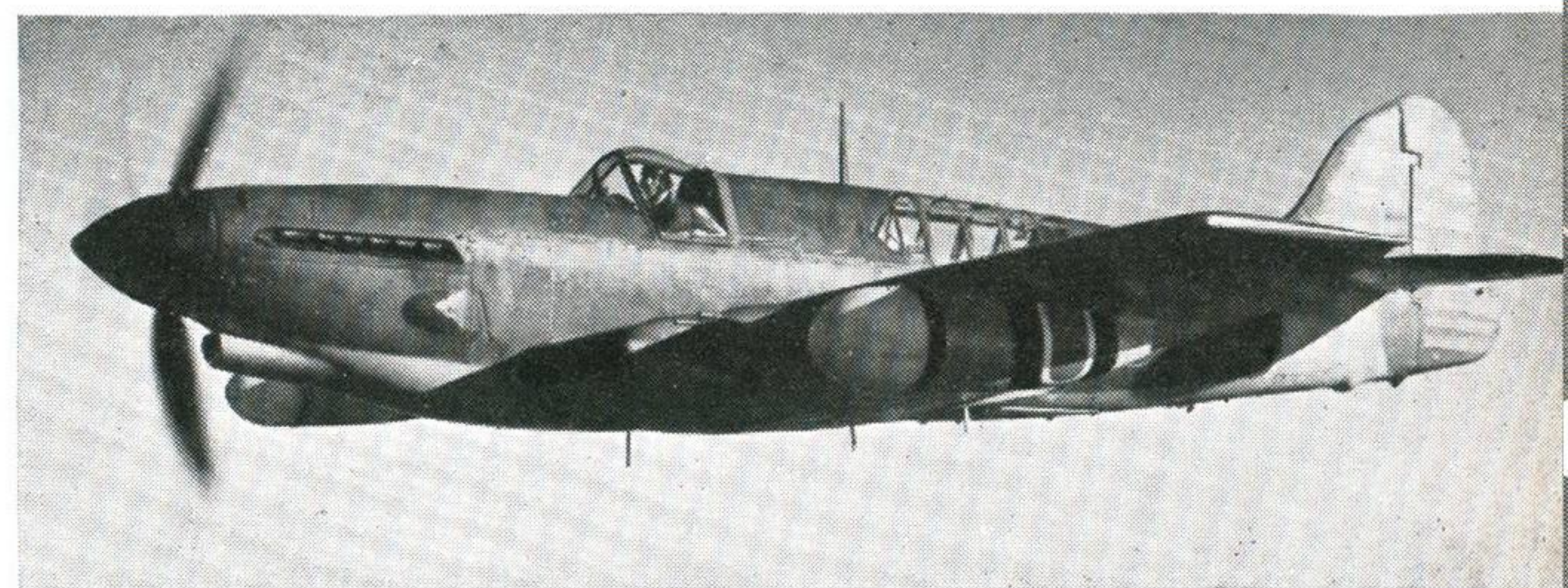
"Annie's" younger daughter — the **Avro XIX**. Isn't she like her mother? A little more filled out perhaps. We are seeing, and shall continue to see, much of her.

(Span 56 ft. 6 ins.).



Hastings is the name. Too bad it wasn't in time to shake William the Conqueror in 1066. In those days M.O.S. gave priority to bows and arrows. The Hastings C. Mk. I is the R.A.F.'s largest and fastest troop transport.

(Span 113 ft.)



A strike fighter for the Royal Navy, the **Fairey Firefly Mk. IV** displays its leading edge and nasal characteristics. Later Mk. IVs have a "smoothed-out" nose intake.

(Span 41 ft. 0 ins.).

In Short supply is the **Seaford** long range reconnaissance flying boat, developed from the Sunderland Mk. III. A change of step and the size and shape of the fin are the main differences. Motors are Bristol Hercules 100 Radials.

(Span 112 ft. 9 ins.).

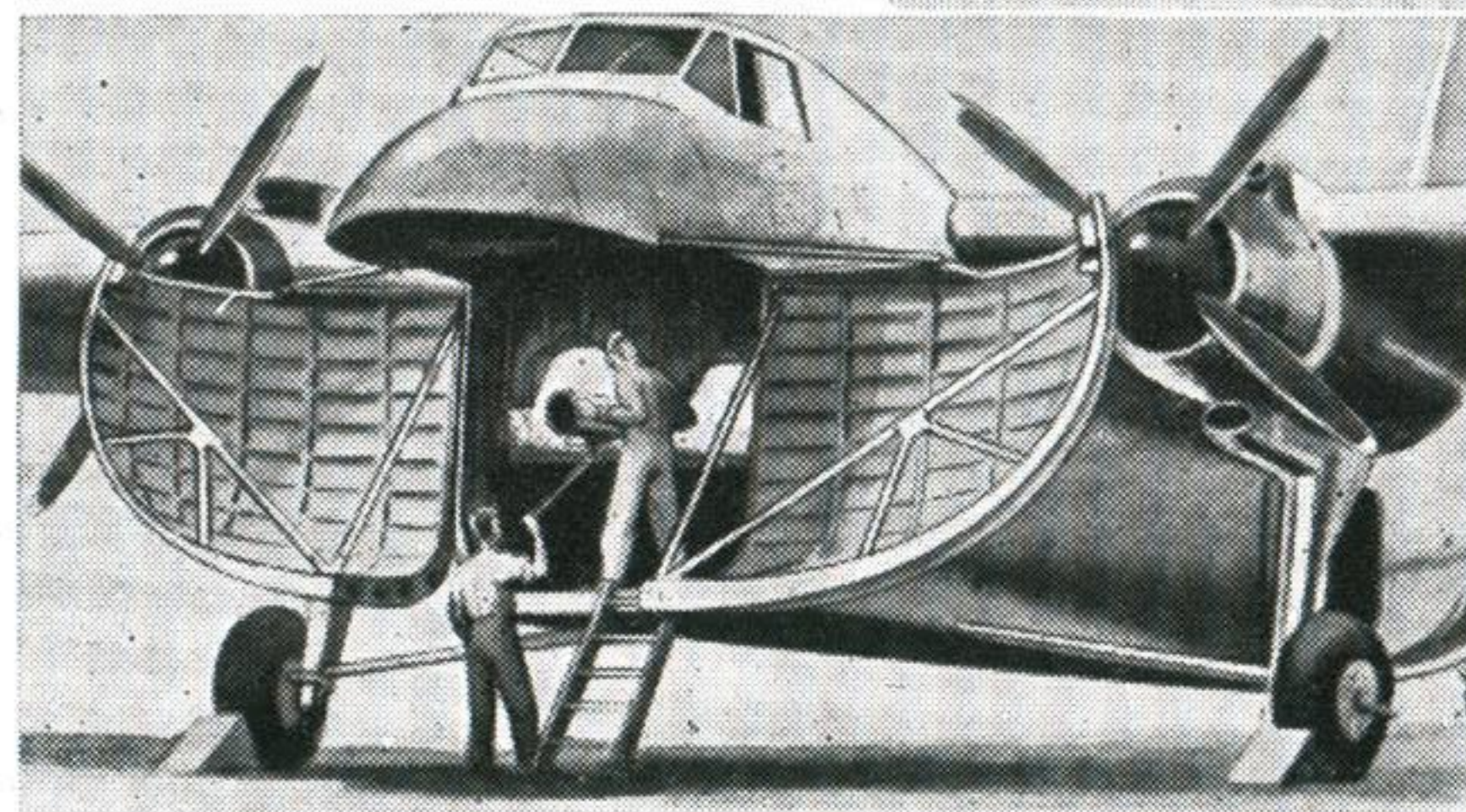


Great Britain

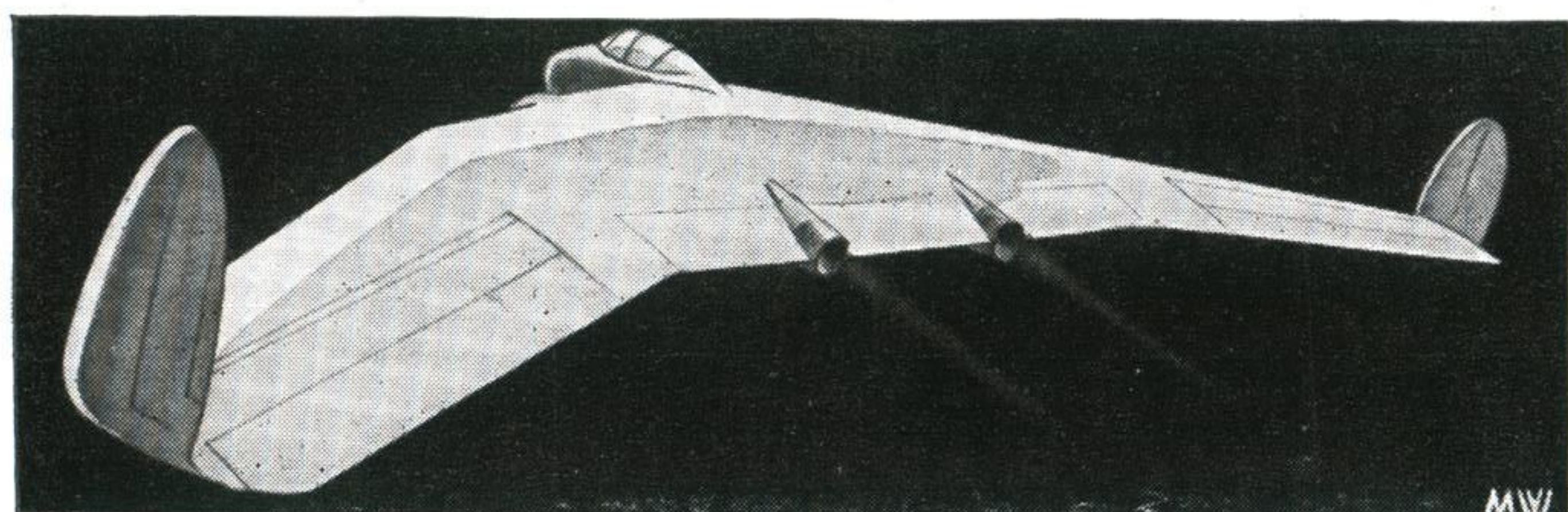


At least four Miles M-28 variants have been built. Differences are mainly internal and this shot covers them all recognitionally. A four seat, light transport, of obvious Miles origin, it is powered by a D.H. Gipsy Major. (Span 30 ft. 8 ins.)

Grace and space. The angular Bristol 170 Freighter which gets more numerous every day demonstrates its bulk in flight, whilst, below, it leaves itself wide open for all to see its enormous cargo hold. Hercules 131 Radials provide the power. (Span 98 ft. 0 ins.)

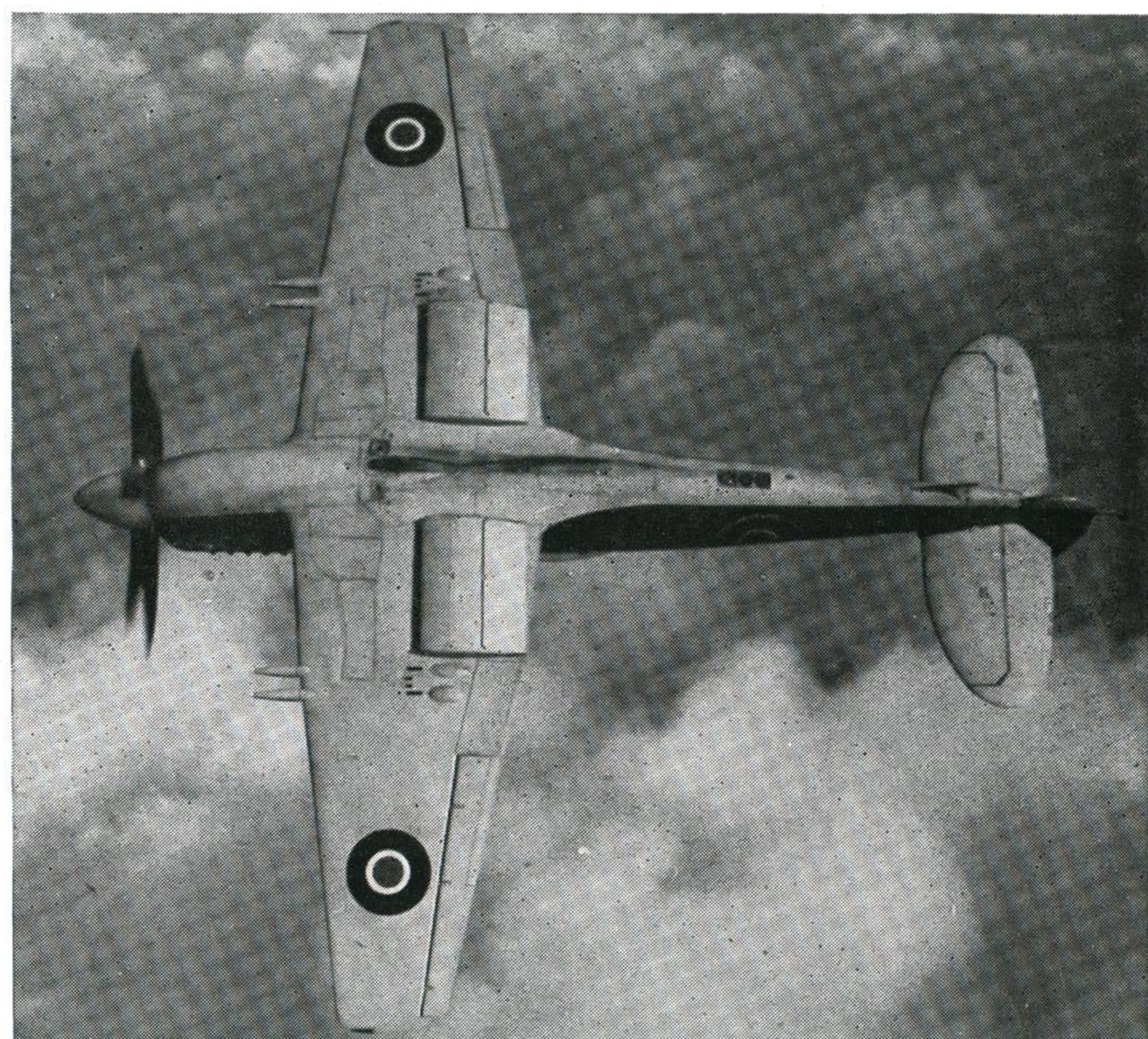


Chuckling its weight about. An obliging pilot shows us the belly of his Vickers-Armstrongs Supermarine Seafang F Mk. 32 from which we can study its underneath detail in detail. A Rolls-Royce Griffon 89 powers the Seafang. (Span 35 ft. 6 ins.)



Stage two of the progress towards the jet-propelled transocean flying wing is the Armstrong Whitworth AW.52. The first stage was the AW.52 Glider. Power is from two Rolls-Royce Nene jet-units. The AW.52 will be used purely for test purposes. (Span 91 ft. 0 ins.)

A new friend for an old friend. A Percival Proctor V destined for our oldest ally, Portugal, keeps good company. The top speed of the Proctor V with the 208 h.p. Gipsy Queen is 160 m.p.h. (Span 39 ft. 6 ins.)

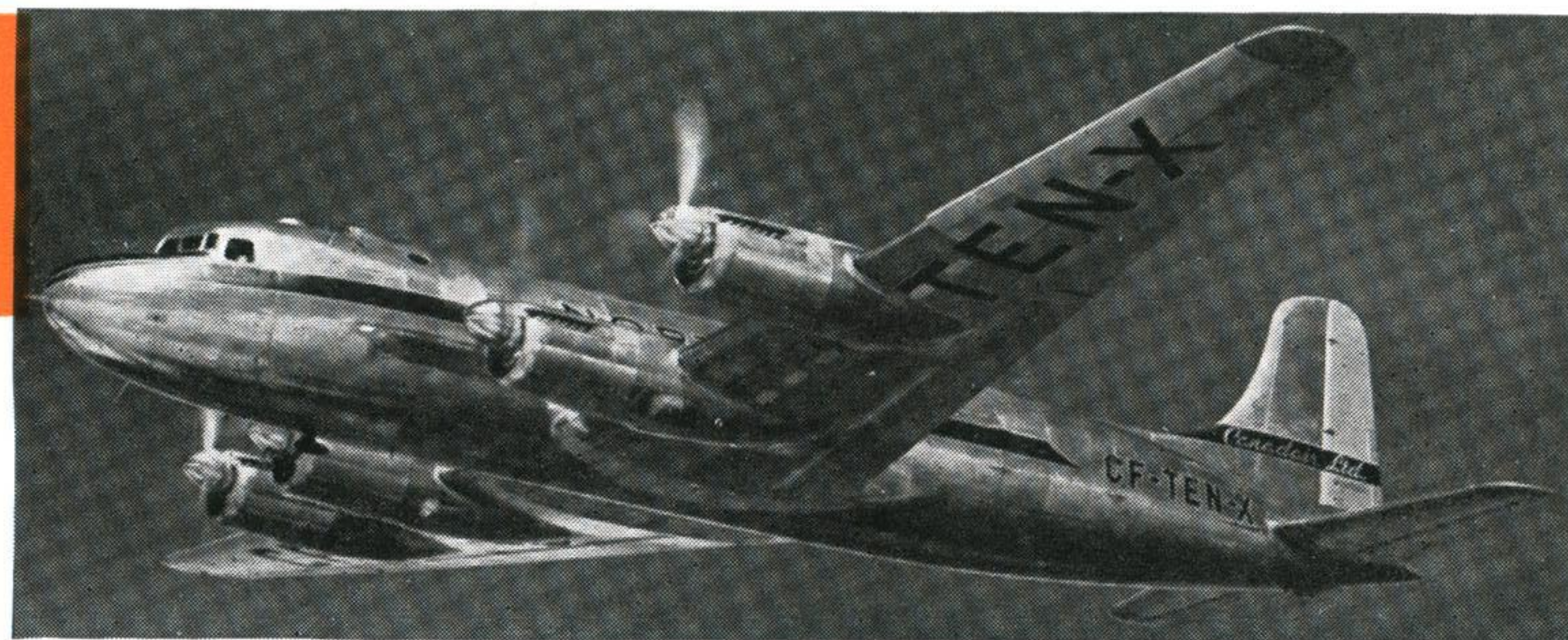


Canada

CANADA has a comparatively large aircraft industry, although production is now on a reduced scale. Her own domestic designs of aircraft are not numerous and in the past her greatest production has been of aircraft originally of British or American design. Of the domestic designs, the Noorduyt Norseman is perhaps the best known example, though the latest is the de Havilland DHC-1 Chipmunk.

Of aircraft designed externally and being built in Canada probably the largest is the Douglas DC-4M, which is being made by Canadair. Avro Ansons are still being produced, as are Tiger Moths and Fox Moths. Work is to start shortly on a small number of Tudors for the R.C.A.F. Types of aircraft in service with the Royal Canadian Air Force include Lancasters, Mosquitoes, Ansons, Spitfires, Hurricanes, Meteors, Liberators, Consolidated Cansos (PBY-5A), Cornells, and Harvards.

The operation of aircraft in Canada calls for special equipment by reason of climatic extremes, and some types are fitted for alternative undercarriage arrangement of wheels, floats or skis. The Tiger Moth sports a complete cockpit canopy as well. We are, unfortunately, restricted by space and can illustrate only two of Canada's latest productions.



(above) An excellent shot of the Douglas DC-4M (4 Rolls-Royce Merlins 620), a fine blend of Anglo-U.S.-Canadian workmanship. Built in Canada the DC-4M will fly on Canada's transocean air lines as well as on the internal ones. (Span 117 ft. 6 ins.)

(below) de Havilland Aircraft of Canada have designed and are producing the DHC-1 "Chipmunk", an all metal, low wing, two-seat trainer. At least one is now flying in England. The power plant is a Gipsy Major. (Span 34 ft. 4 ins.)

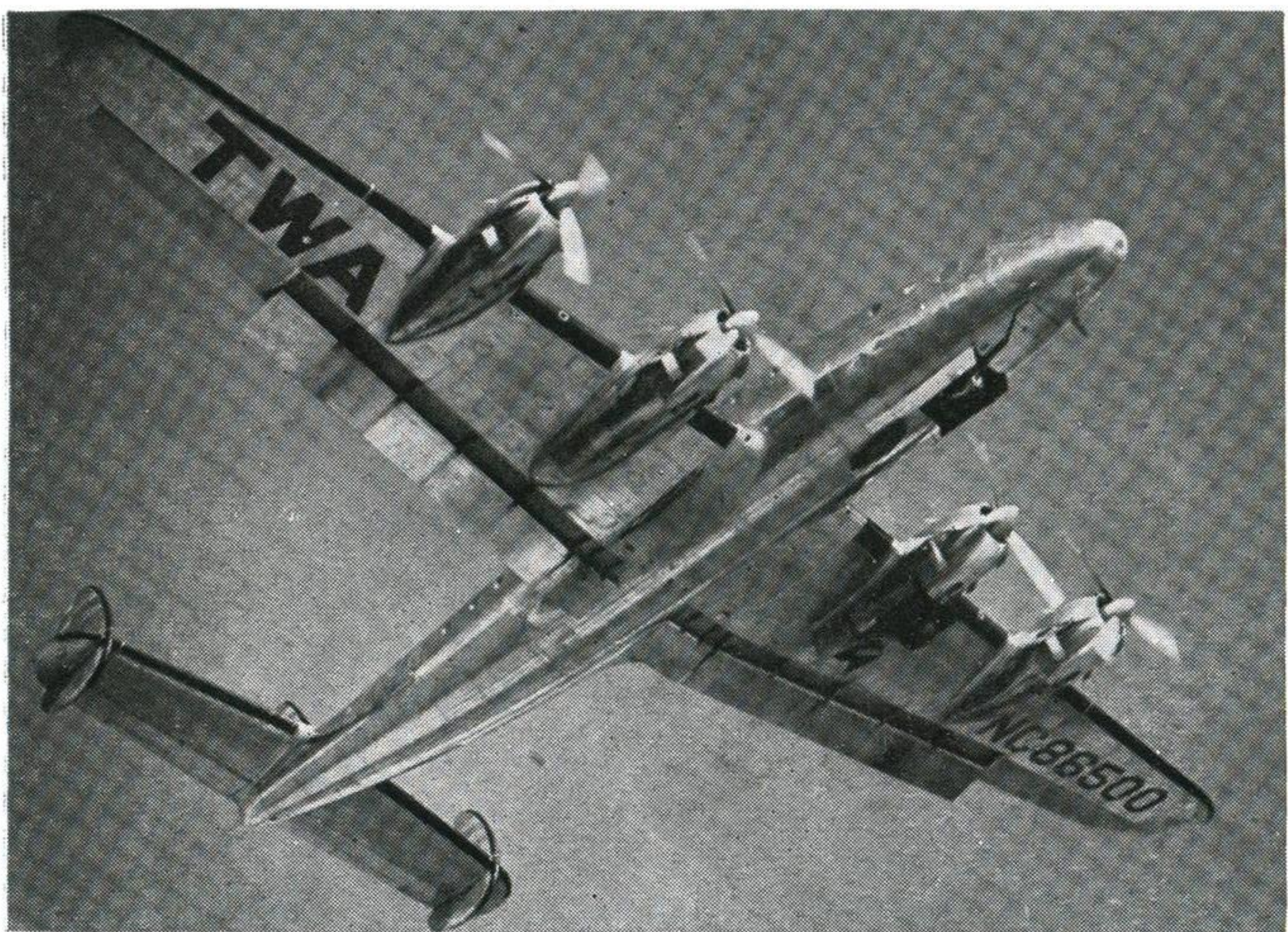


America

A nice streamlined job with a substantial undercarriage and an attractive all-round appearance. Yes, it's the North American Navion we're talking about. Stand aside, miss, and let's have a look.



One of the 2,000 Luscombe two-seat, side-by-side, Silhouettes produced since VJ-Day. The engine is a Continental "flat" of 65 h.p. which cruises the Silhouette at 105 m.p.h. Like many of its class, its wing is untapered. Wing tips, though not clearly seen here, are unusual, being half curved and half angular. (Span 35 ft. 0 ins.)



Two from Lockheeds. (above) A magnificent shot of a Trans-World Air Lines Constellation. Fowler designed those flaps. Four Wright Cyclone radials provide 8,800 h.p. between them and a maximum speed of 340 m.p.h. (Span 123 ft. 0 ins.)

(below) The new Constitution. Designed, under designation XR-60, as a long range transport for the U.S. Navy—the Constitution approaches the Brabazon I in size. It is now being test flown. Most prominent features in this view are the tall triangular fin and rudder



THE number of American aircraft that we can cover in these pages hardly ripples the surface of the great pool of types now being produced. From the recognition point of view, the problem is still big, because, although "stream" production of military types is now restricted to a relative trickle, the variety of types is large.

Most of them were designed in the later stages of the War. The United States Army and Navy are taking small quantities of many of them for experimental purposes and larger quantities of the more promising ones for regular service. Types such as the Lockheed P-80A Shooting Star, which is the standard fighter, and later, the Republic P-84 Thunderjet, will be seen wherever the United States maintains occupation forces. So will the Boeing B-50 Superfortress which is to replace the Boeing B-29 as standard bomber. Large numbers of transport and liaison types will accompany them. Some military aircraft now being produced in the United States will be released to foreign countries.

In the sphere of commercial flying, many countries, including Great Britain, are already using American built aeroplanes of the air-liner class. There are many more interesting types just coming out of the manufacturers' plants, and there are yet more behind the scenes. Many of them will be seeing service on various airlines all over the world.

We may also expect to see more than the odd light private owner type, of which aircraft the Americans are producing, at present, approximately 250 per day. Most of the current production is for the home market, but America is fully alive to the prospects in foreign markets.

It is fairly obvious then, that American aircraft are going to play an increasingly prominent part in our schemes of recognition as time goes by.



A USAAF photo of the Bell XS-1 supersonic aircraft designed for speeds up to 1,700 m.p.h. Its rocket motor, based upon a German design, lasts only from three to four minutes so the XS-1 has to be taken to its operating altitude by Superfortress and released. Some trial flights have been made at very high speeds—not supersonic—as yet. (Span 38 ft. 1 in.)



(above) North American XFJ-1 jet-propelled U.S. Navy fighter, known also to the USAAF as the XP-86, is about to be tested. Fashionable wing-tip tanks do not appear "droppable" as navigation lights are fitted to them.

(below) This USAAF picture taken at Muroc of the Republic XP-84 Thunderjet high speed record hope of the USAAF indicates that the machine has a bottle shaped body form. At present it is being groomed for another record attempt. The P-84 is in production for the USAAF. (Span 36 ft. 5 ins.)



America



Boeing's big Stratofreighter cargo version of the Stratocruiser, has four Pratt and Whitney Wasp Major radials. The USAAF have a transport version, the C-97. Wings and tail unit are similar to those of the Superfortress. (Span 141 ft. 3 in.)



An impression of the Martin 3-0-3 built for internal airline work. K.L.M. have ordered some. Pratt and Whitney Radials will have "jetted" exhausts to augment thrust. (Span 89 ft. 4 ins.)

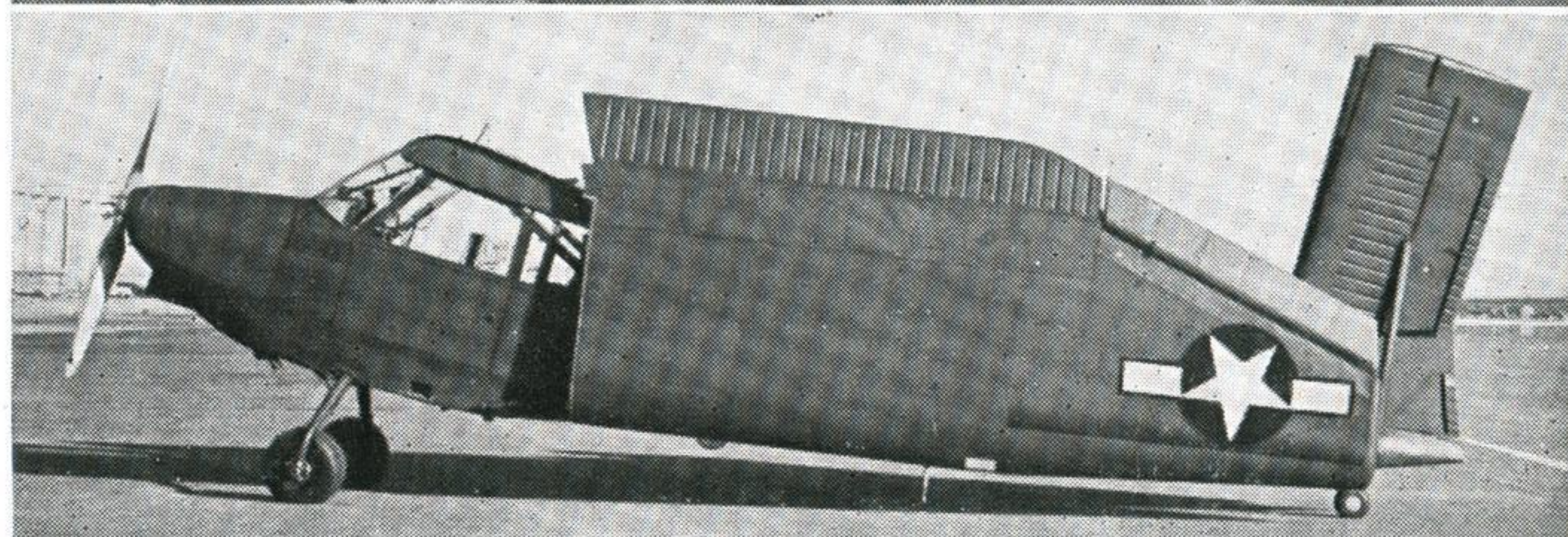


Already in regular service the Sikorsky S-51 4-seat helicopter is one of a large number of helicopters flying in America. The enclosing of its mechanism within fairings at least provides some tangible and recognizable structure forms so uncommon in helicopters. Other designers please note.

A USAAF all metal liaison type by Consolidated Vultee, the L-13, folds wings and tail-plane, and wheels swivel inwards, for stowage. Towable by road or by air, its chassis will take wheels, skis or floats. It can be used as an ambulance or carry six persons at a pinch. The motor is a 245 h.p. Franklin "flat". Large flaps give a 76 yard take-off or a slightly less landing run. Angularity is the recognition key-note. (Span 40 ft. 6 ins.)



The XBT2C-1, alias Experimental Bomber-Torpedo second design by Curtiss, first one built, conforms to the pattern of its class, deep fuselage, blunt nose, (Wright Cyclone), high tail (see Helldiver) and squared off wing tips.



Czecho-Slovakia

THE whole of the Czechoslovak aircraft industry was absorbed into that of the Third Reich during the war, and domestically designed aircraft were suppressed. However, the industry is rapidly reviving and expanding, and will eventually be quite large. As a token illustration we include a picture of the Mraz M1.c Sokol, a light single engined 3-seat transport or trainer monoplane of all wood construction. The aircraft has often been seen in Great Britain. Essential recognition features are a very short nose and an unusual fin and rudder. (Aeroplane photograph.)

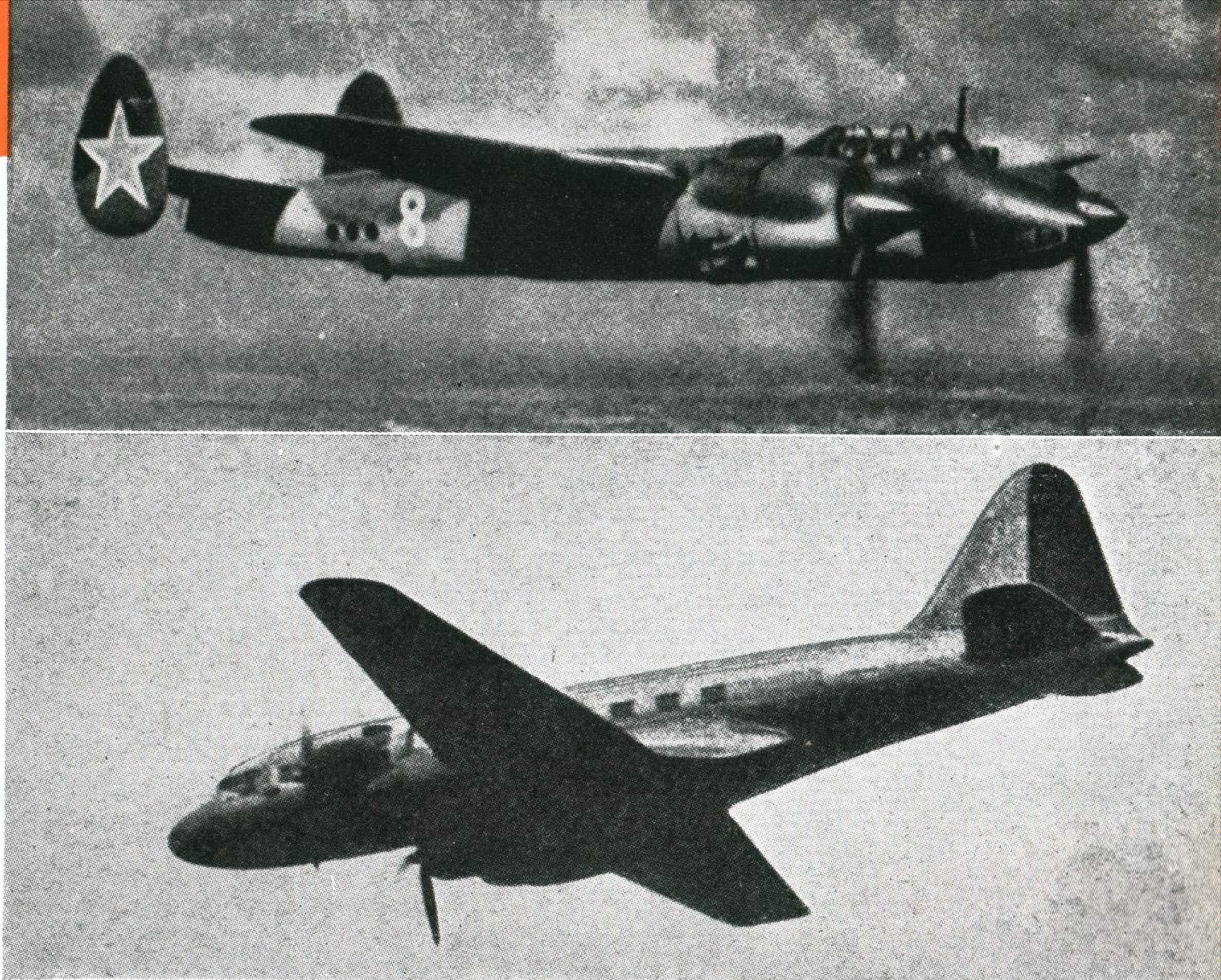


Russia

IT is difficult to obtain information of the Russian aircraft industry, and most photographs of its aircraft are of inferior quality. It is known that there is intense constructional activity, and foreign aircraft are taken apart for research and study. A few original designs are to be seen, though foreign influence is quite plain in others. Nothing very startling has ever appeared among Russian types, although, of course, that doesn't mean that nothing ever will. It's a pity that we can't get better pictures. But there it is—there is no alternative but to publish what we have.

Tupolev's twin-engined bomber has a new appendage, a ventral gun position, just discernible in this latest, but rather poor, picture of the **TU-2**. Most tell-tale recognition features in this shot are the fins and rudders. The TU-2 has two M-82 radials, and the top speed is near 340 m.p.h. (Span 60 ft. 11 ins.)

The best picture, so far, though still inferior, of the Iliuchin **II-12** civil transport gives a few further clues on recognition details. The wing looks far back, the fillets are very large. We judge, from nose length, it may have a tricycle undercarriage. We estimate span as 100 ft.



France

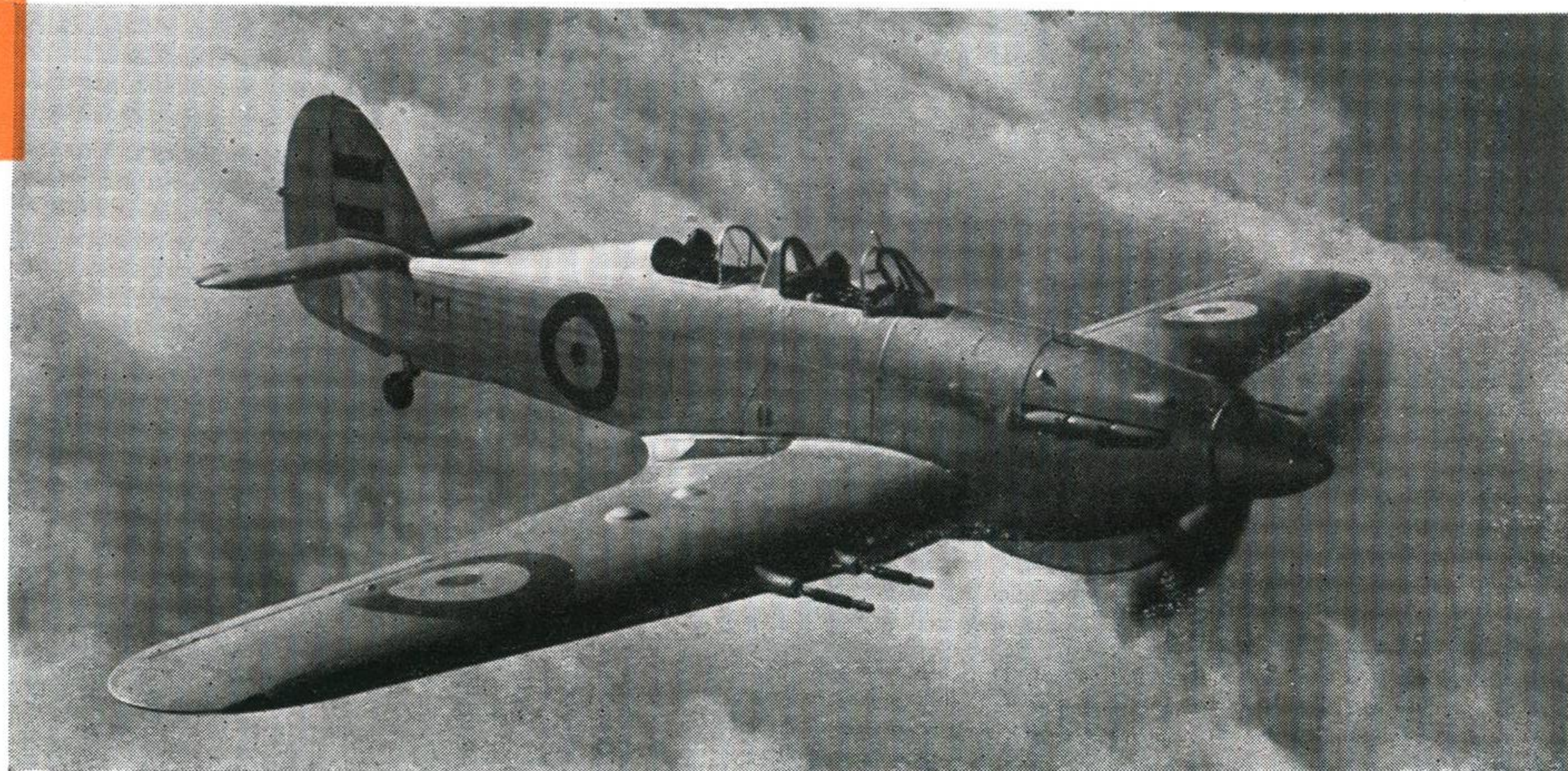
FRENCH aircraft development suffered heavily under the German occupation. The Germans permitted some design and construction to be carried on, and in some cases work was done secretly. Liberation saw nationalisation of the industry, and production was divided into three schemes. First, the continued, but decreasing, production of a number of German types. Secondly, the resumption of production of certain pre-war French types. Thirdly, production of a large number of entirely new designs, practically all of which are at present in the project stage. The output of new aircraft types is small at present, but information is being released about them—and of the interesting ones space permits us to illustrate but two.

Up the Arsenal and vive la France! The **Arsenal VG-70** research aircraft (Junkers Jumo jet-unit) will shortly fly. It seems to have the laugh on us, for something or other.

Boom boom! The **S.E.C.A.N. S.U.C.10 Courlis (Curlew)** a private-owner type is already flying. A 200 h.p. Mathis engine drives a pusher prop. It seats four.

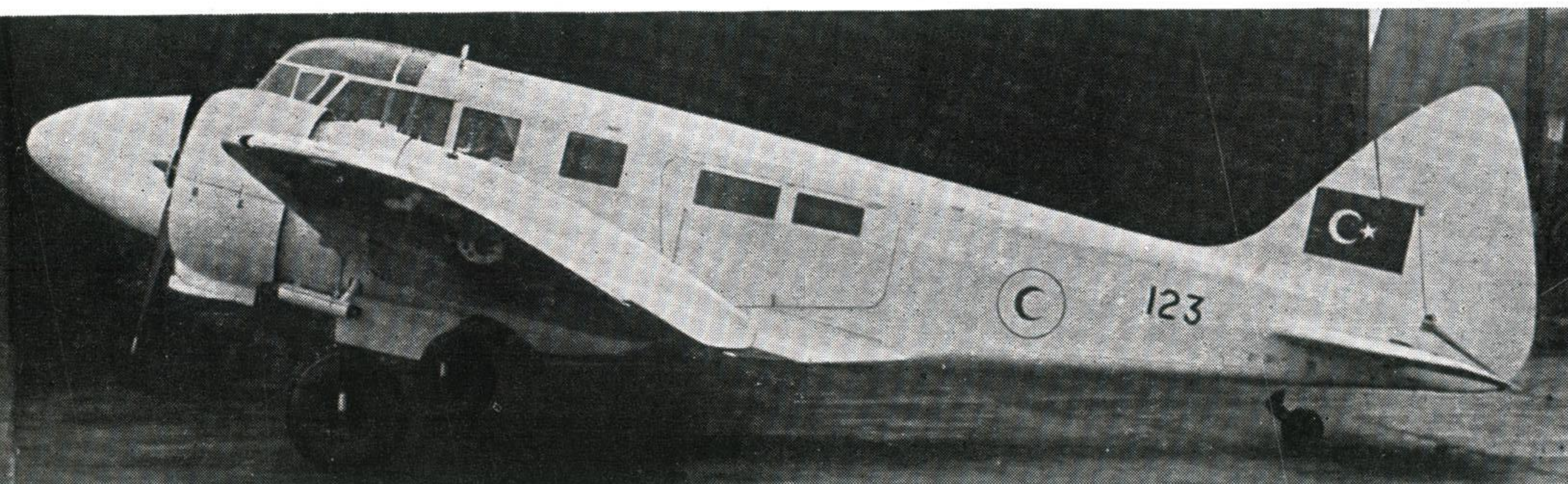
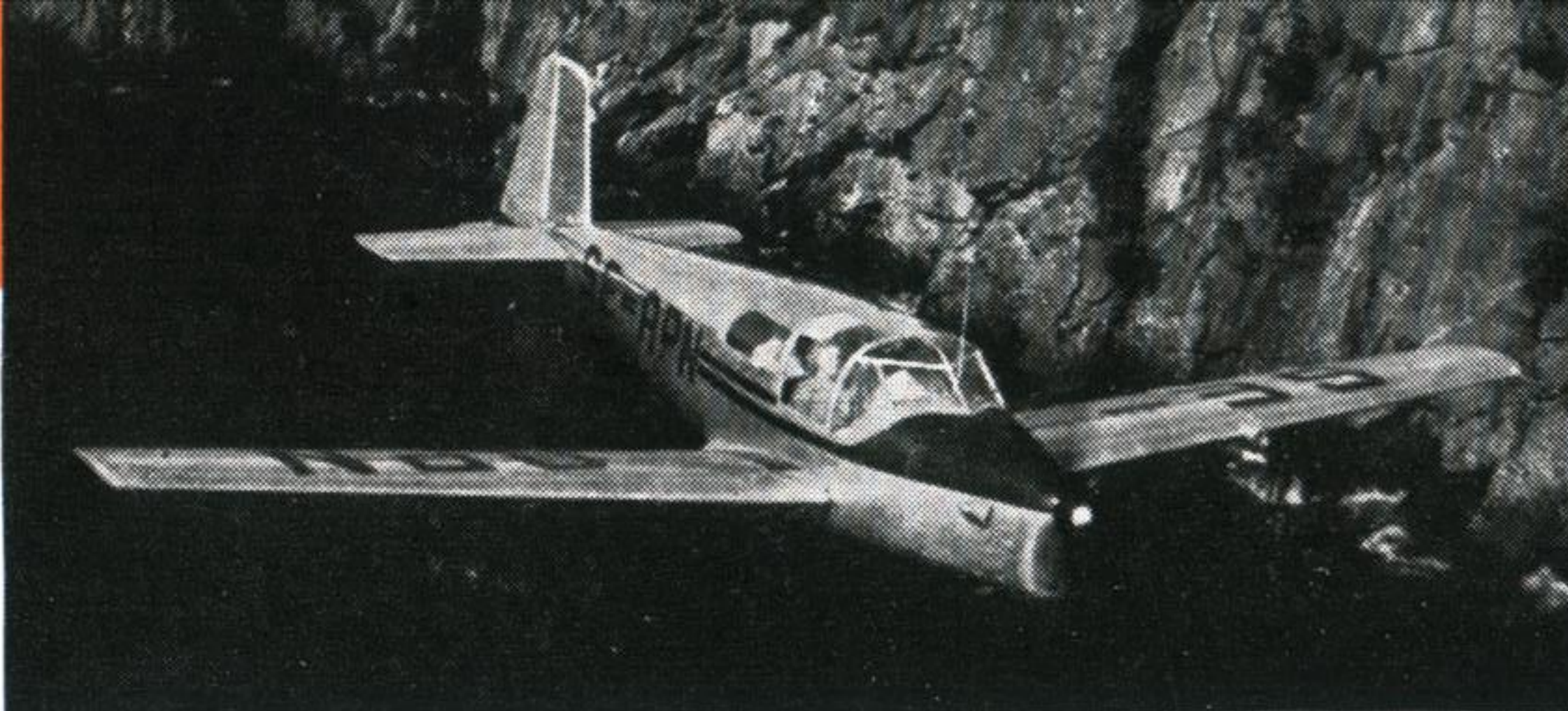
Iran

IRAN has no aircraft industry of her own, and all military and civil aircraft are imported. A number of British and German types was in service before the war, and some may still be flying. de Havilland Doves are on order for civil purposes, and a number of Hawker Hurricane IIC 2-seat trainers are to be supplied to the Iranian Air Force. Our illustration shows one on test. Note tropical filter and absence of cockpit canopy.



Sweden

SWEDEN produces both civil and military aircraft, though she also imports some British and American types. Many power-units for domestic-designed aircraft are of foreign origin. Two home-produced aeroplanes are the **SAAB-91 Safir** (D.H. Gipsy Major X) 3-seat private-owner/trainer, and the **SAAB-90 Scandia** (2 Pratt and Whitney Twin Wasps radials) 24/32 passenger transport for airline work. Both have retractable tricycle undercarriages.



Turkey

TURKEY'S production of aircraft is small, and she imports most of her military and civil types. We illustrate one of her latest acquisitions, an **Airspeed AS.10 Oxford** trainer converted for ambulance work. Note tropical filters beneath radials. It will accommodate two stretcher cases and three other passengers. (Span 53 ft. 4 ins.)

Denmark



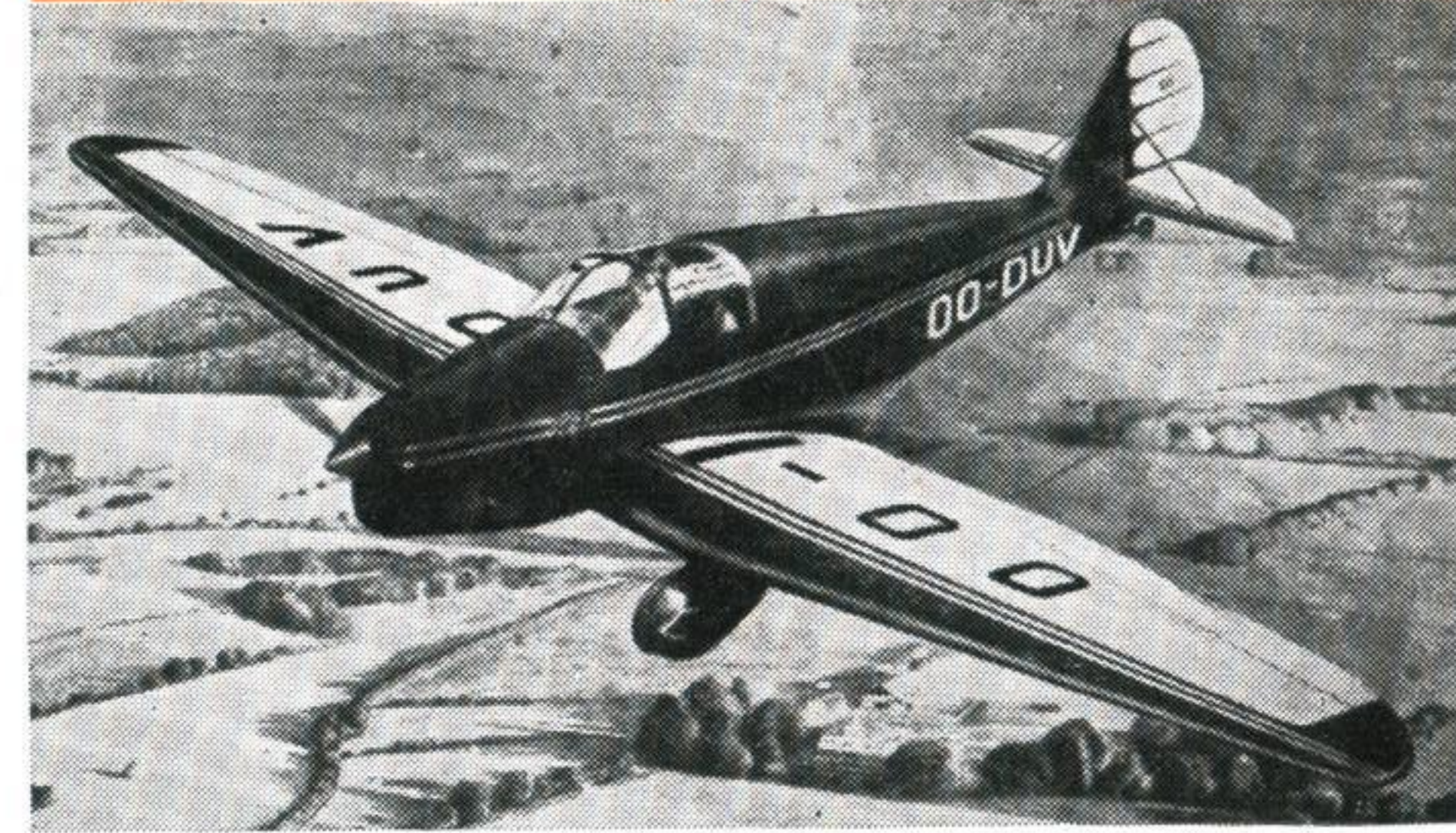
DENMARK'S contribution to the world's aircraft is represented by the **KZ.III** (Blackburn Cirrus Minor) a light two-seater sport or private-owner type. Its main characteristics are a high wing, strut bracing, and a fixed undercarriage. Skandinavisk Aero Industri, who produce it, has several other designs in production.

Holland



HOLLAND'S industry is recovering from the occupation, and the famous firm of Fokker has produced a twin boom low-wing 3-seat private-owner type, the **F.25 Promotor**. Powered by a Lycoming "flat" driving a pusher airscrew, its maximum speed is 133 m.p.h. (This picture is by courtesy of *The Aeroplane*.)

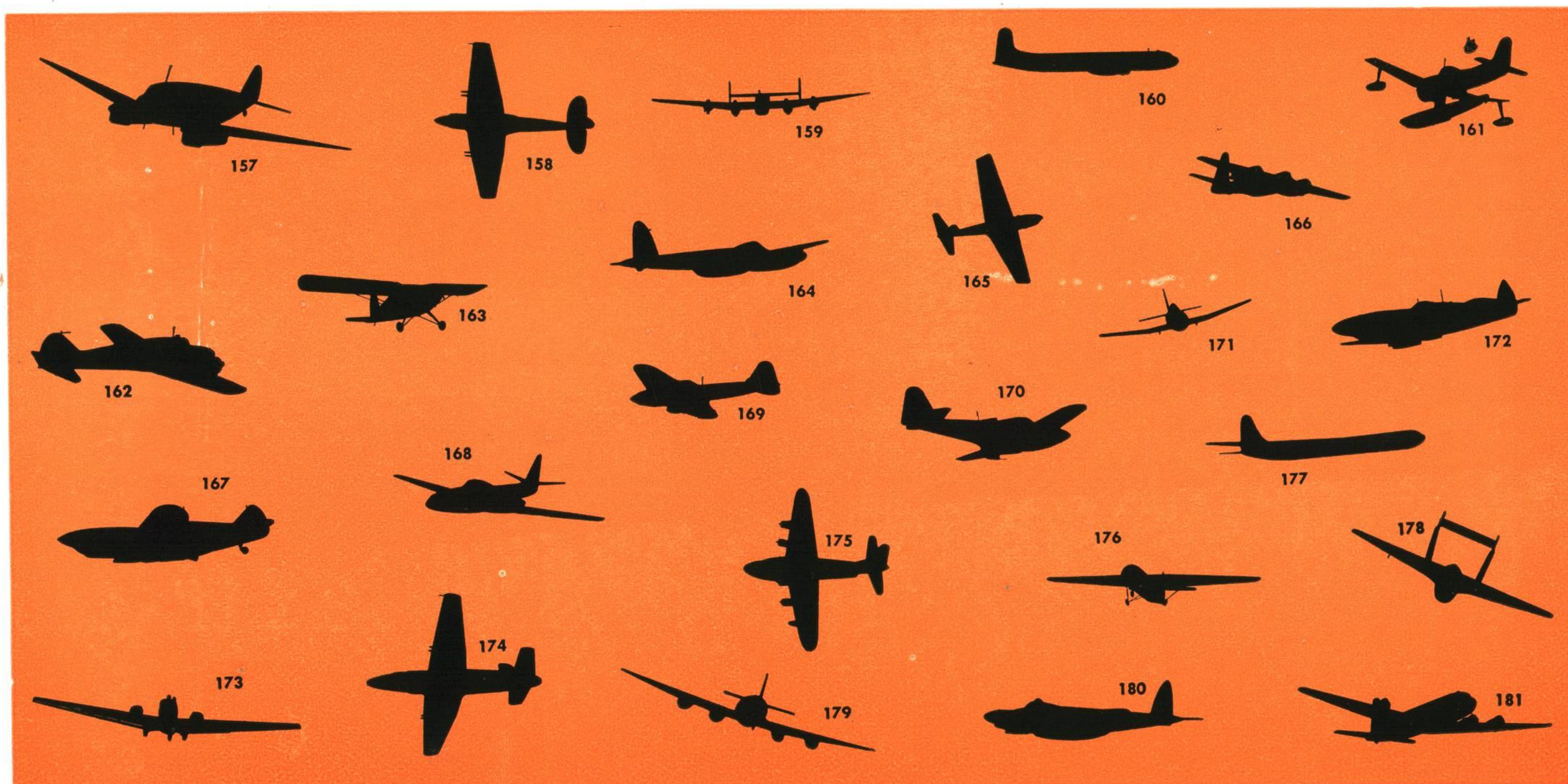
Belgium



BELGIUM, under occupation, produced only enemy types, but the design of the pre-war Topsy, by Avions Fairey, was preserved and served as a basis for the present **Topsy Belfair** (Walter Mikron - 62 h.p.) of which this is an artist's impression. At a cruising speed of 100 m.p.h. it can travel 1,250 miles non-stop.

SILLOGRAPHS

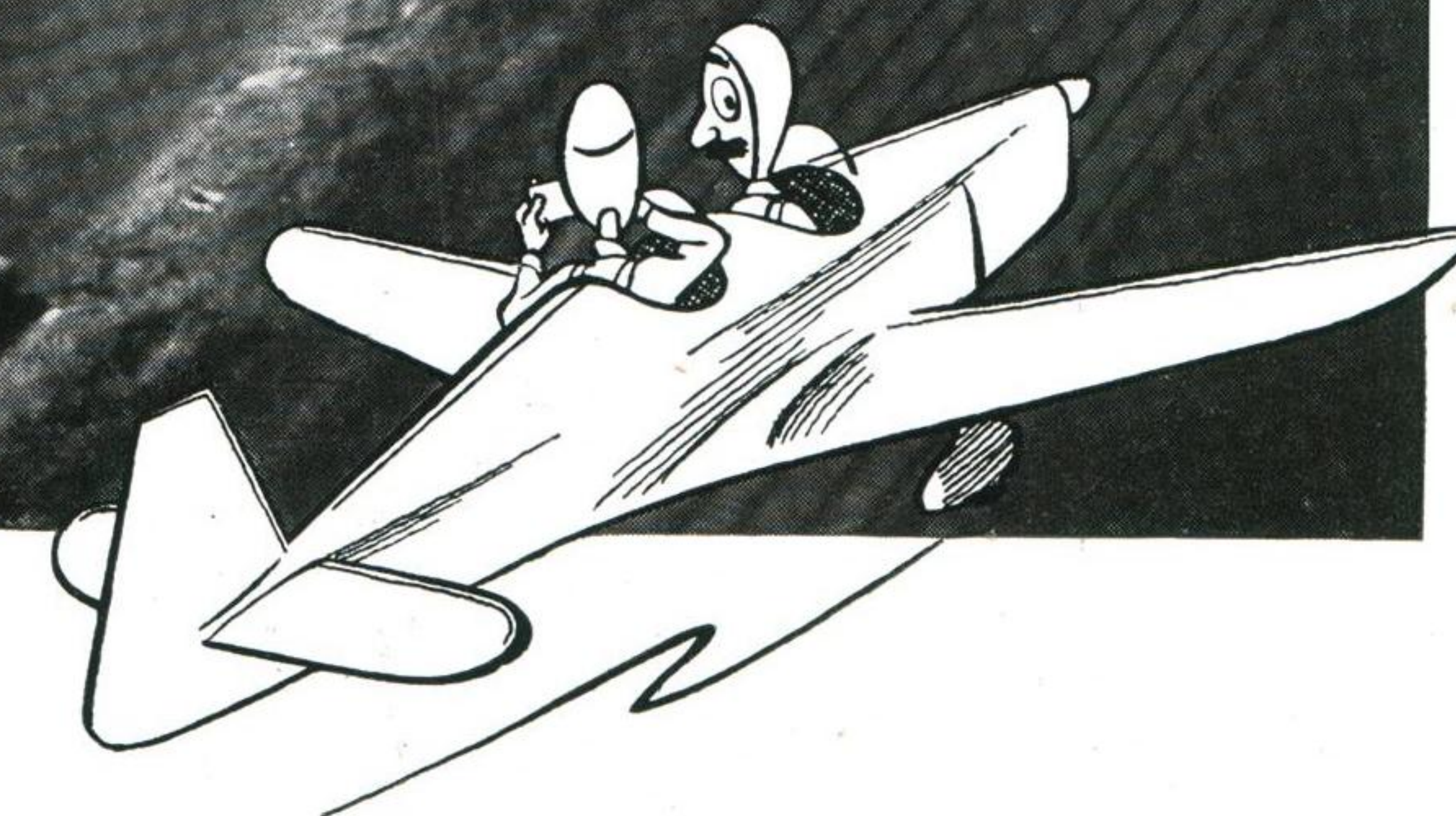
Recognition Test No. 26



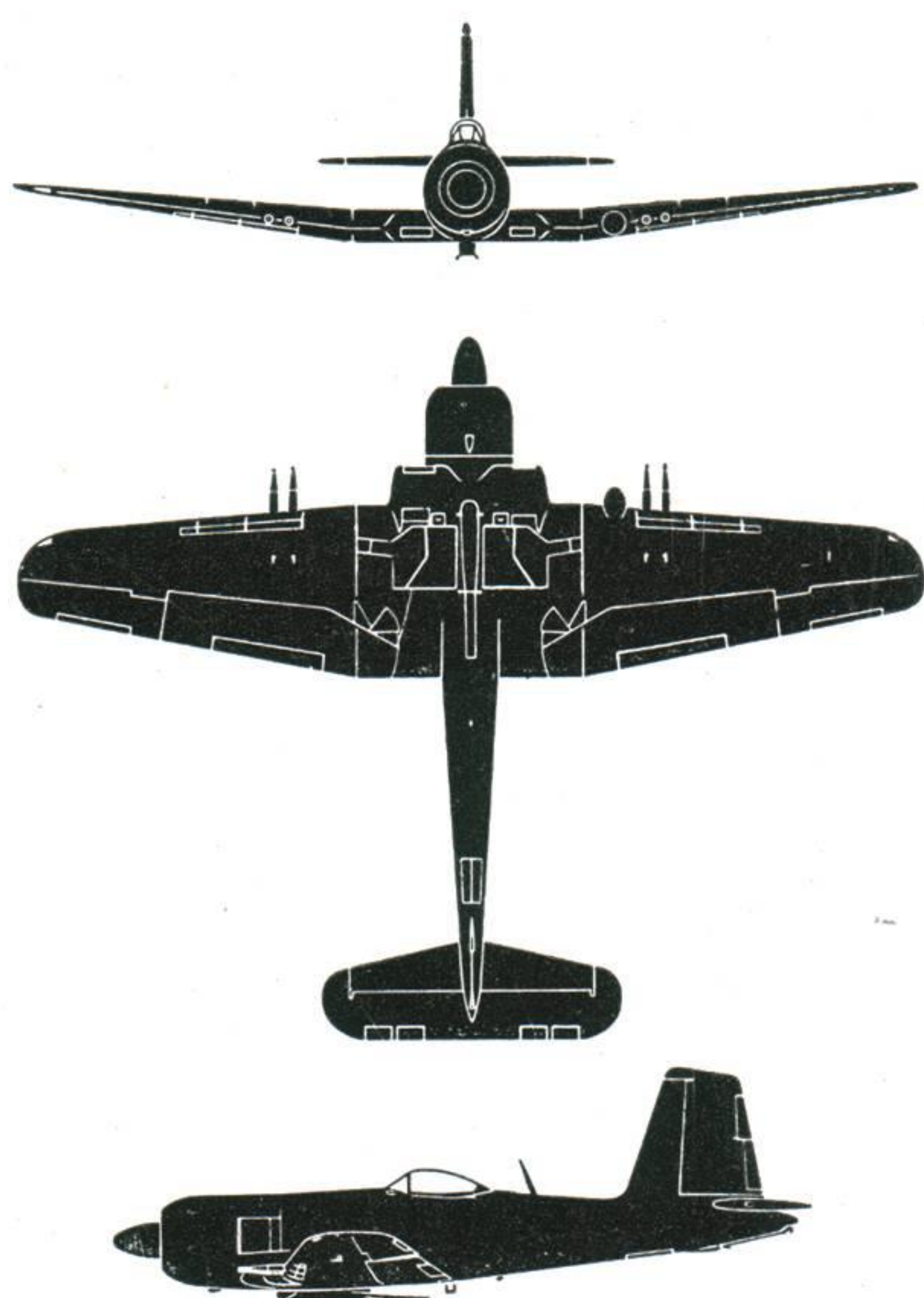


Good Show-

When we saw this splendid photograph of the Radlett Show, taken by the well-known air photographer Mr. Charles E. Brown, we thought it would make a different kind of test for you. Although air to ground spotting is confined chiefly to Aircrew, we think you will agree that a picture like this is of interest to all. It will certainly test your knowledge—and your eyesight—but there are one or two clues to help you. First, the aircraft are all British and, if we may say so, never before were so many magnificent aeroplanes gathered together in one place—and shown to so few. Some further help is given by the long shadows cast by the aircraft.

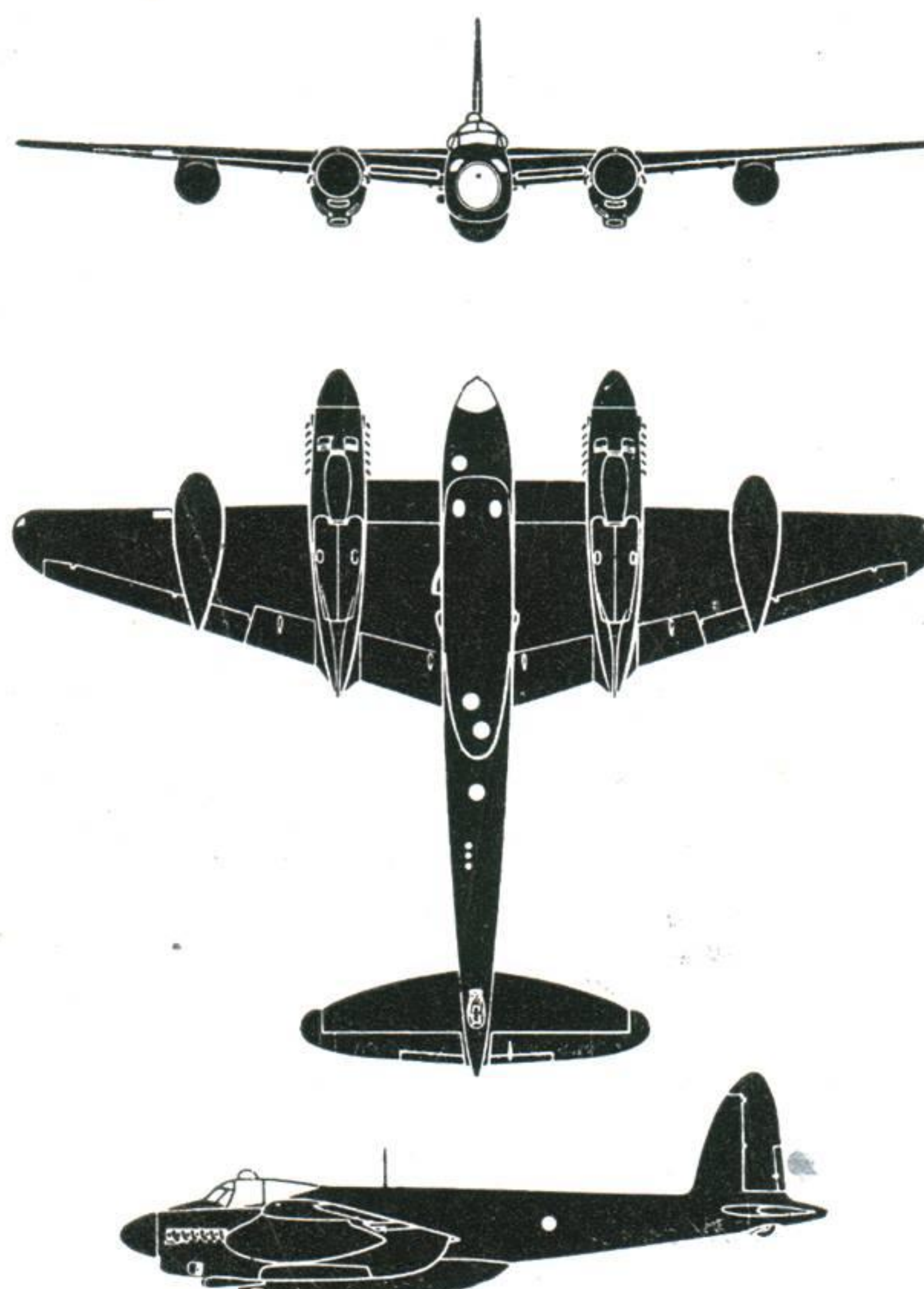


BLACKBURN FIREBRAND T.F.Mk.V



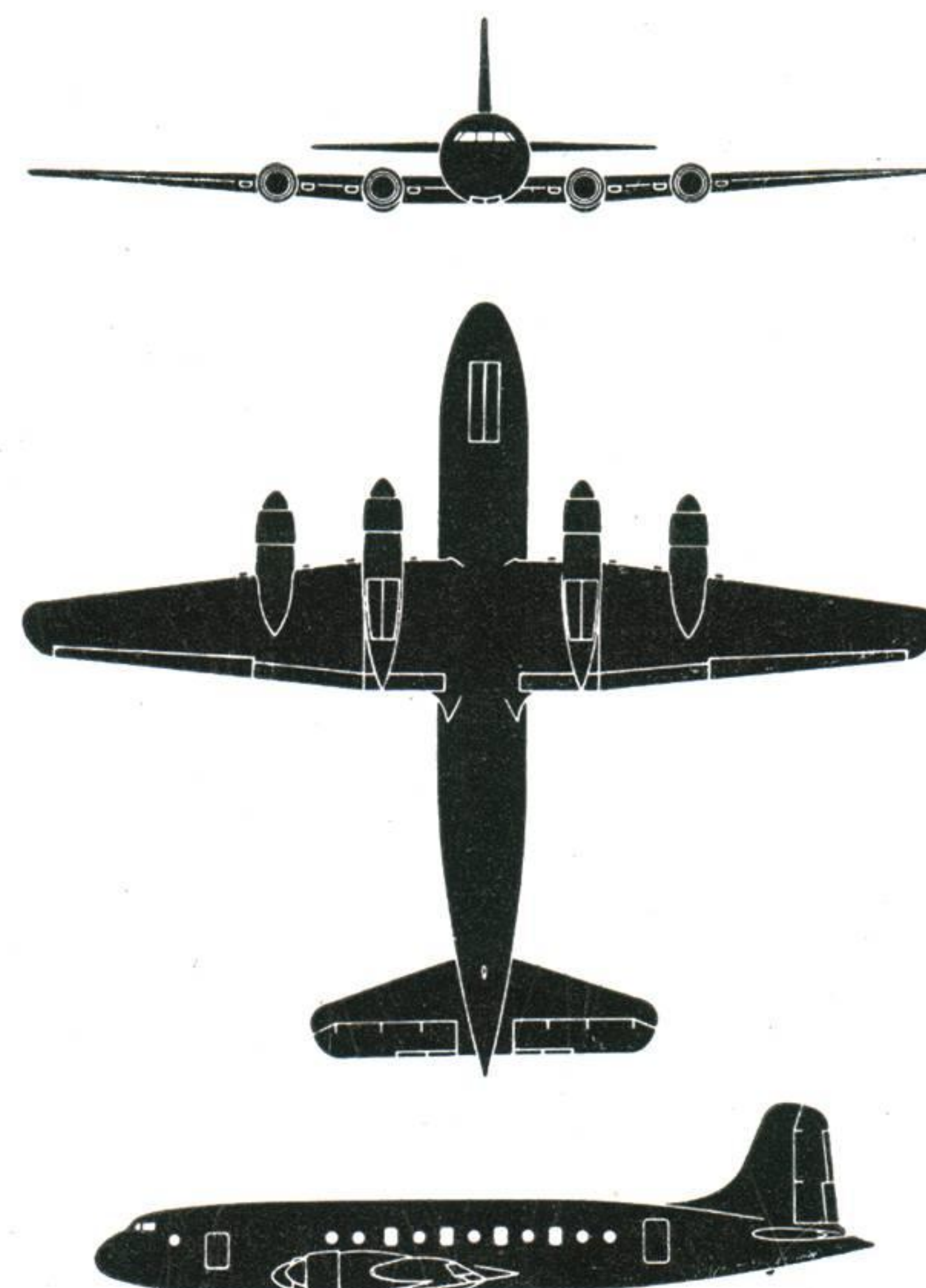
British Torpedo Fighter
(Centaurus IX) Span 51 ft. 3 ins.
New Silhouette

D.H. MOSQUITO P.R.Mk.34



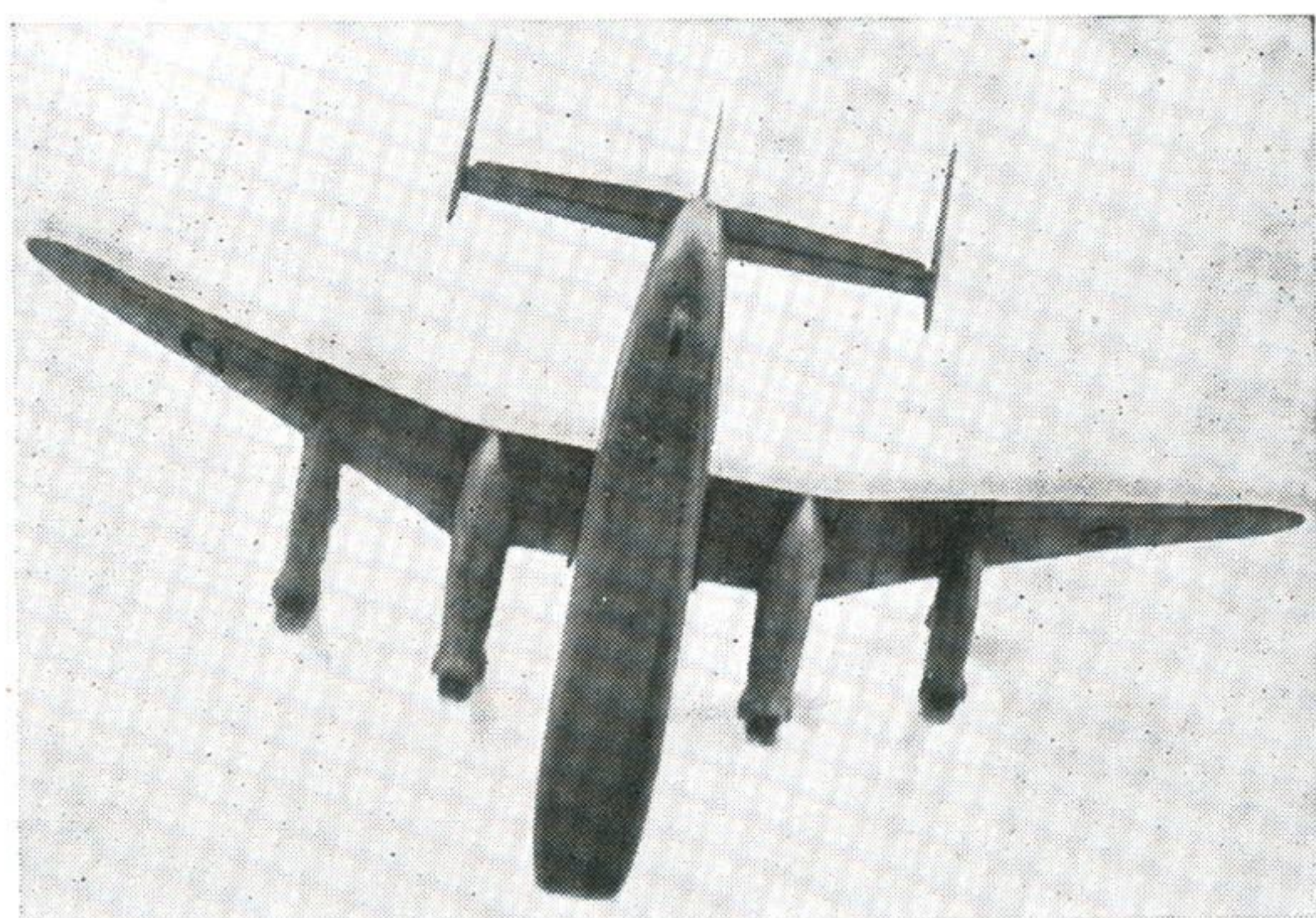
British Photo. Recce.
(2 Merlin 114) Span 54 ft. 2 ins.
New Silhouette

HANDLEY PAGE HERMES IV



British Transport
(4 Hercules 263) Span 113 ft.
New Silhouette

NEGATIVE DISTORTION...



... with Positive Results. Our photographic section set to work on this York picture and succeeded in emphasizing the bulky body, the dihedral on the outer wings, the set-up of the tail unit and altogether produced a nice caricature of the civvy transport development of the Avro Lancaster.

TARGET FOR TOWING



Sufficient unto the shape is the purpose thereof. The 32 ft. Winged Target Mk. 1, is all-metal, with fabric covering on parts of the flying surfaces. It is usually towed by a Miles Martinet and, like the Government, is there to be shot at. The span, as our Brighter Readers will have guessed, is 32 ft. The length is 27 ft., the weight, 780 lb.

SOLUTIONS TO RECOGNITION TESTS IN THIS ISSUE:

FRONT COVER: Convair XB-36

No. 25 (ELEMENTARY SPOTTING)

- | | |
|-------------------|-------------------------|
| 127. LA-5 | 136. Northrop XB-35 |
| 128. Viking | 137. Mosquito B.VI |
| 129. Monarch | 138. SB-2 |
| 130. Brigand | 139. B-29 Superfortress |
| 131. FD-1 Phantom | 140. Vickers E.10/44 |
| 132. Meteor IV | 141. Hornet F.I |
| 133. Auster VI | 142. Convair XB-36 |
| 134. Buckmaster | 143. Harvard II |
| 135. Lancastrian | 144. DC-3 Dakota |

No. 26 (SILLOGRAPHS)

- | | |
|---------------------|----------------------|
| 157. Goeland | 170. P-63 Kingcobra |
| 158. Spiteful F.I | 171. FR-1 Fireball |
| 159. Halifax | 172. Spitfire F.21 |
| 160. Tudor II | 173. Junkers Ju 52 |
| 161. SC-1 Seahawk | 174. Vickers E.10/44 |
| 162. Anson | 175. Solent |
| 163. KZ. III | 176. Horsa |
| 164. Hornet F.I | 177. Convair XB-36 |
| 165. Chipmunk | 178. Vampire F.I |
| 166. Monitor T.T.II | 179. Hastings C.I |
| 167. LAGG-3 | 180. Mosquito P.R.34 |
| 168. FD-1 Phantom | 181. DC-4 Skymaster |
| 169. IL-2 | |

No. 27 (AIR TO GROUND)

- | | |
|---------------------------------|------------------------|
| 1. Cierva W.9 | 29. Spearfish T.D.I |
| 2. Armstrong Whitworth A.W. 52G | 30. Firebrand V |
| 3. Hamilcar X | 31. Welkin II |
| 4. Lancaster I | 32. Consul |
| 5. Lancaster I | 33. Autocrat |
| 6. Halton | 34. Sea Fury X |
| 7. Brigand F.I | 35. Fury I |
| 8. Buckmaster | 36. Gemini |
| 9. Wayfarer | 37. Martinet Trainer |
| 10. Nene Lancastrian | 38. Messenger |
| 11. Hastings C.I | 39. Aerovan |
| 12. Tudor I | 40. Marathon |
| 13. Lincoln B.II | 41. York |
| 14. D.H.108 | 42. Avro XIX |
| 15. Vampire F.I | 43. Lancastrian |
| 16. Hornet F.III | 44. Tempest VI |
| 17. Mosquito P.R.34 | 45. Spitfire Trainer |
| 18. Dove | 46. Seafire 47 |
| 19. Meteor IV | 47. Gull VI |
| 20. Vickers E.10/44 | 48. Sea Vampire |
| 21. Seafang 32 | 49. Sea Hornet XX |
| 22. Viking | 50. Mosquito Prototype |
| 23. Warwick (Sabres) | 51. Sturgeon |
| 24. Desford | 52. Auster VI |
| 25. Proctor V | 53. De Havilland T.K.2 |
| 26. Prentice | 54. Kirby Kite |
| 27. Firefly I Trainer | 55. Kirby Tutor |
| 28. Firefly IV | 56. Proctor V |

WE ARE GRATEFUL

A publication of this nature relies more than most on the co-operation and goodwill of our friends in the Services, in the Aircraft Industry, and in aeronautical journalism. The help that the Journal received from them during the War is still forthcoming and we wish to express our gratitude to all those who have assisted us with information and photographs. In particular, we must thank Mr. Charles Cain, Editor of *The Aeroplane Spotter*, and his staff; Mr. Charles E. Brown, the photographer; and Major Oliver Stewart, Editor of *Aeronautics*.

CORRECTIONS—The January issue contained several mistakes on the back cover, we are sorry to say. The answers to No. 23 (Elementary Spotting) should have been under No. 24 (Sillographs)—and vice versa. In the Sillographs, No. 139 was a Spiteful, No. 142 was an Auster VI. No. 149 was incorrectly numbered 142. We very much regret these oversights and trust that your Recognition is so good that you were not troubled by our shortcomings.