

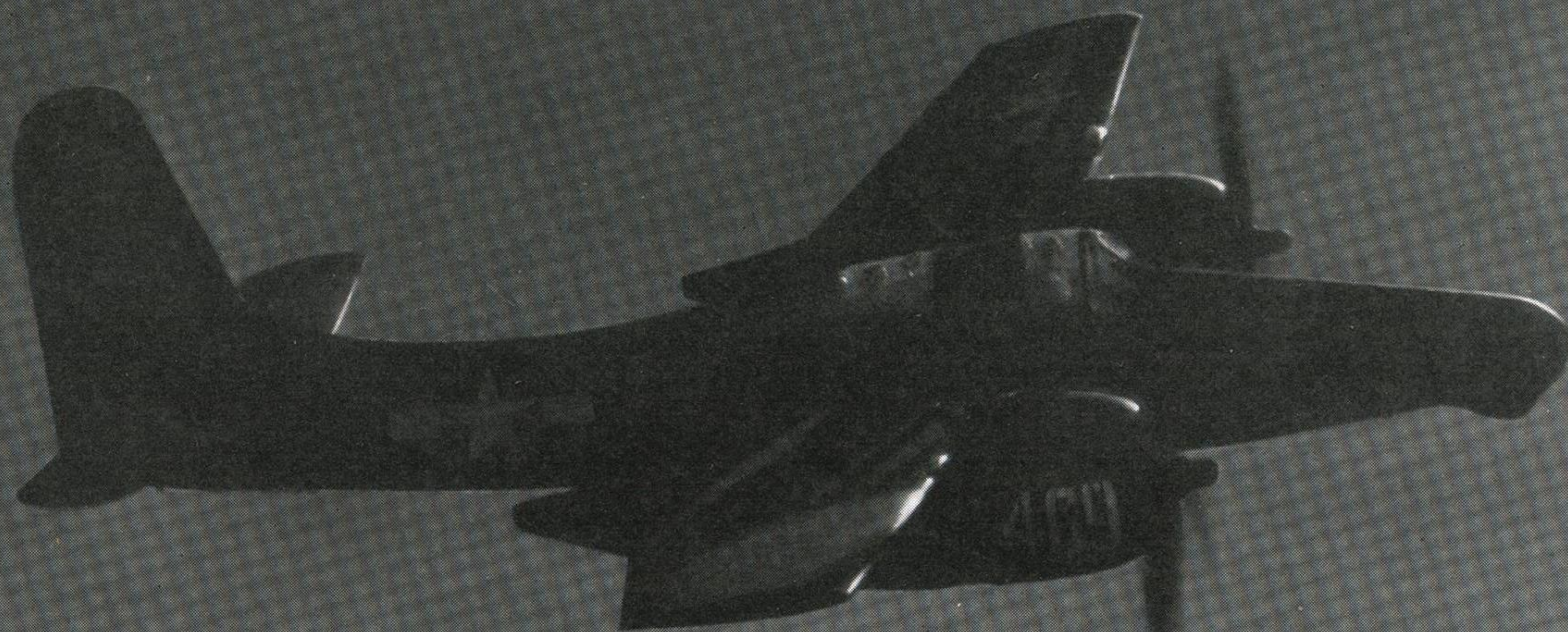
THE INTER



SERVICES

AIRCRAFT RECOGNITION

Journal

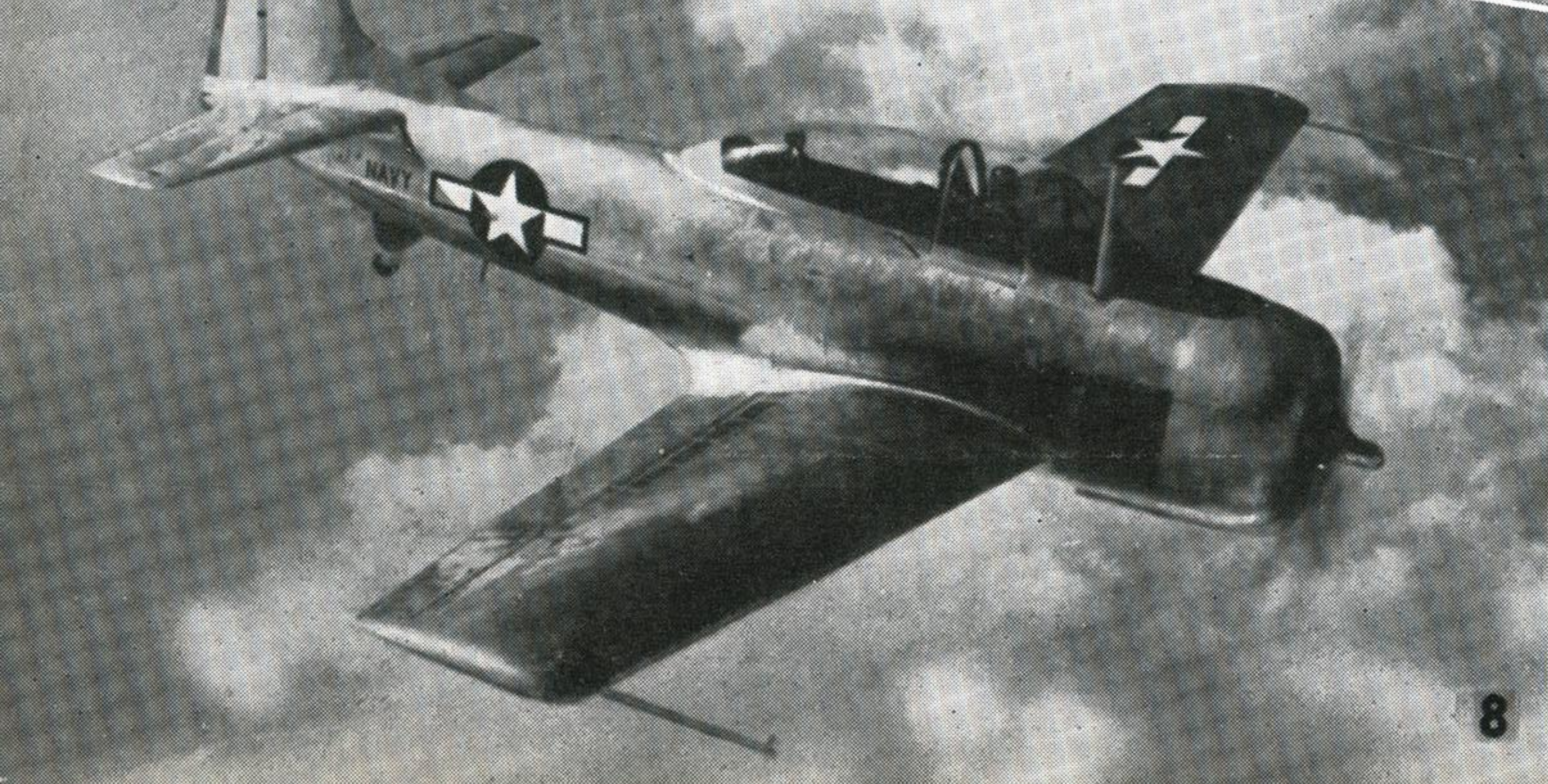
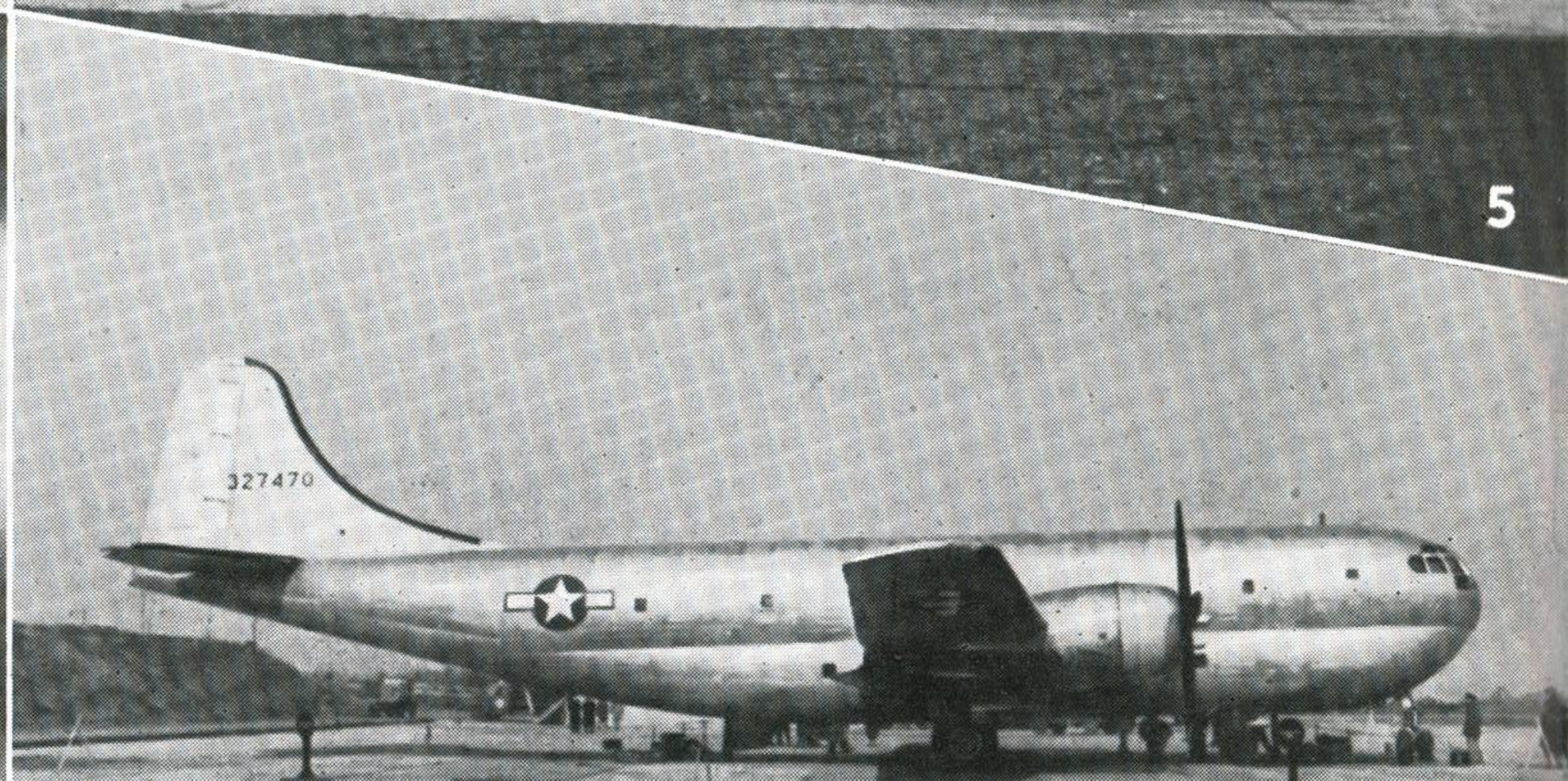
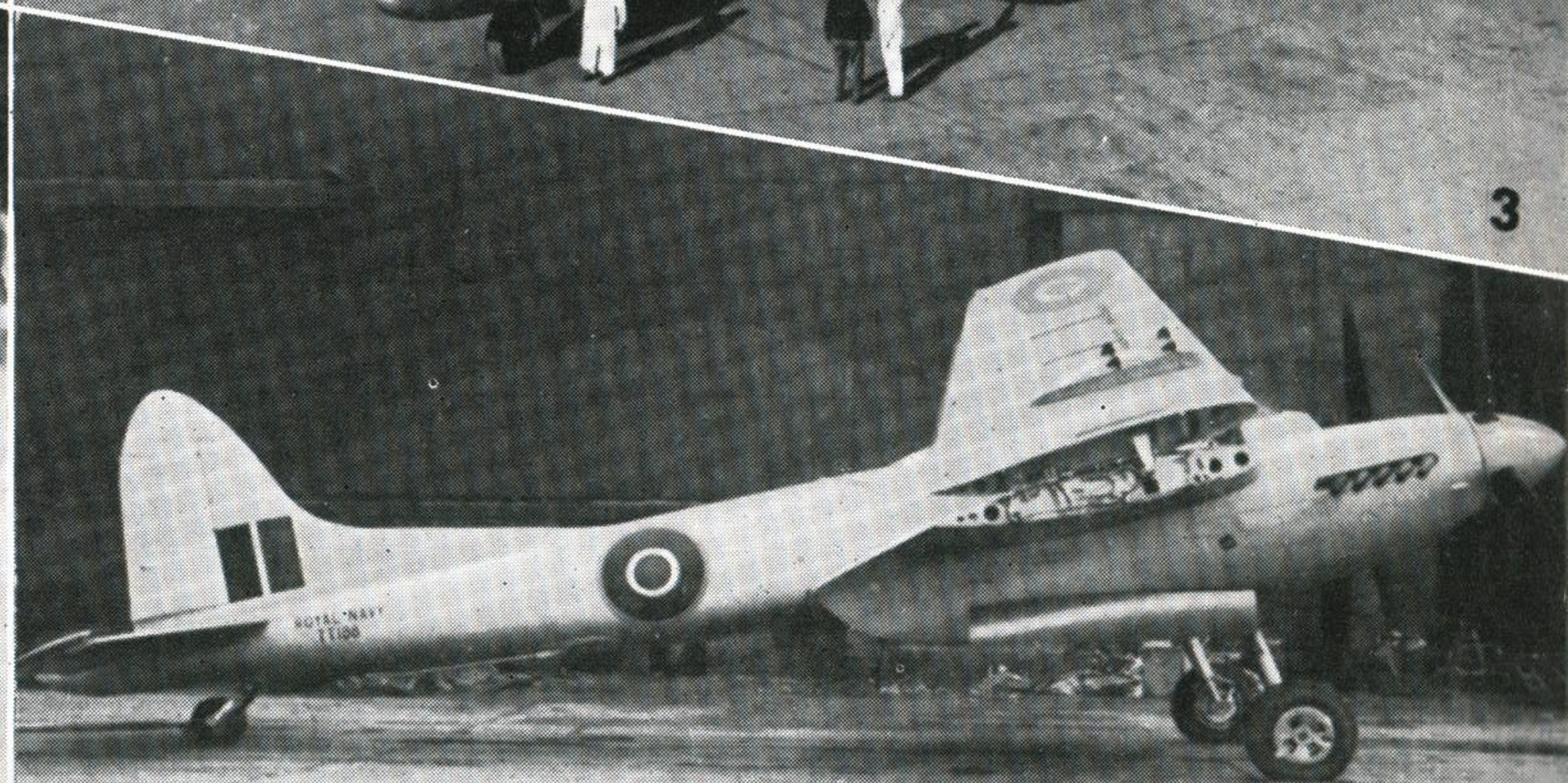
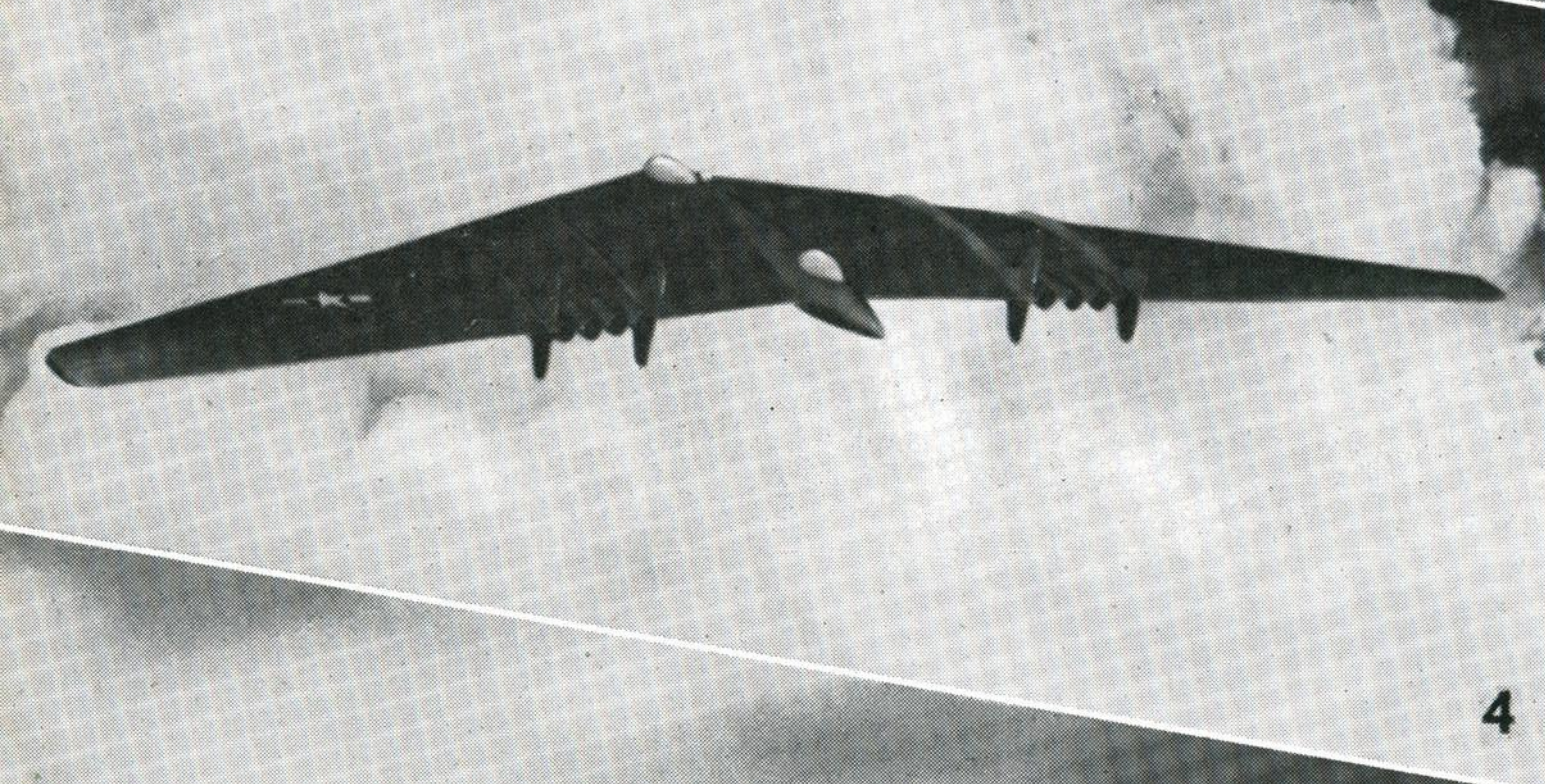
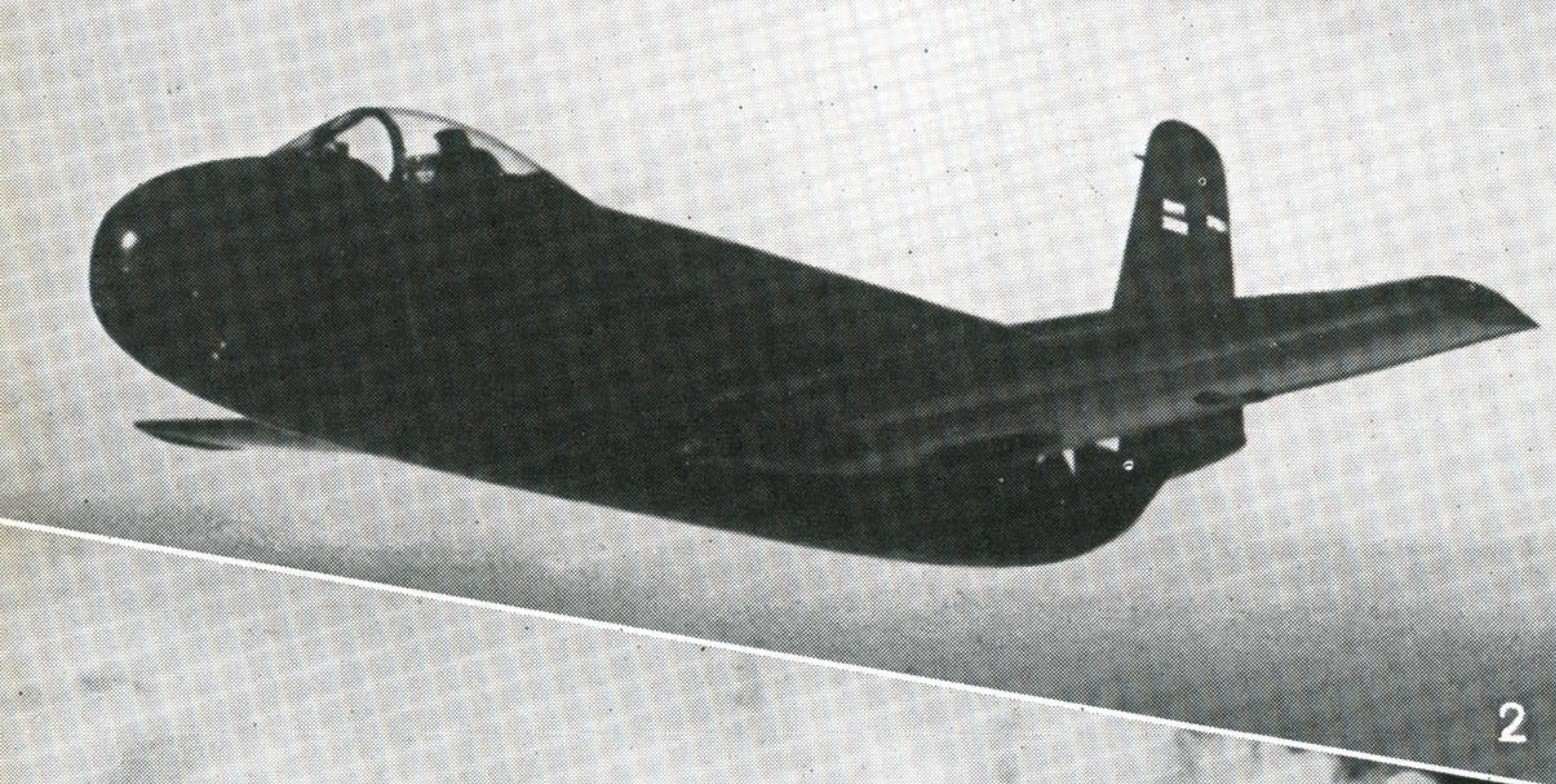


New Series

JUNE 1947

Volume I. No. 12

Aircraft in the News





AIRCRAFT RECOGNITION JOURNAL

(NEW SERIES)

Skyscrapings

THE Vickers-Armstrongs' jet-propelled single-seat fighter, hitherto known by its Spec. No. E10/44, is to be called the **Attacker**.

The **Waco Aristo-craft** (Franklin 215 h.p.), 4-seat private-owner aircraft, has just completed preliminary test flights and is soon to go into production. Its engine—a "flat"—is situated in front, the propeller, driven by much shafting, is situated just aft of the



Waco Aristo-craft

twin fins and rudders. The makers claim the aircraft to be unspinnable and non-stalling, and they have made safety the keynote in its construction.

A new 3,500 h.p. Rolls-Royce Eagle engine is the power and plant installed in the **Westland Wyvern F.T. Mark I** single-engined torpedo fighter for the Navy.

The **Grumman F7F-3N "Tiger-cat,"** featured on our cover, is the latest night-fighter version of the US Navy's carrier-based fighter. The nose, containing the radar gear, has a tell-tale wart-like appendage distinguishing it from the earlier version.

The first production **Handley-Page Hastings C.Mk.I** is shortly to be delivered to the Royal Air Force.

Sweden has got her first jet-propelled fighter flying. It is the **J-21R**. The R stands for "Reaktion." This machine started life as a propeller (pusher) type but a De Havilland Goblin Turbo-jet unit has been installed and the aircraft successfully flown. Incidentally Sweden is also to manufacture **De Havilland Vampires** under licence.

The **Hafner-Bristol 171** is the type-number given to a new helicopter due to undergo flying trials. Its power plant is a Pratt and Whitney Wasp radial.

The South African Air Force is being increased in size by the addition of 136 **Vickers-Armstrongs Spitfires Mk.IX** which are being transferred from the Royal Air Force. They will be flown out in small formations, and a **Mosquito** will accompany each formation to navigate.

The skies of the Land of the Rising Sun are now resounding to the roar and scream of **Lockheed P.80's** in service with the USAAF of occupation.

BOAC are no exception to the modern rule of "make do and mend." A number of wartime **Short Sunderlands** have been modified for passenger carrying, these are the **Hythe** class of flying-boats. A further development is the **Sandringham**, which, though based on the Sunderland, is a civil type design. BOAC have recently taken delivery of the first of 12 **Sandringham VII's**. They are going to



Short "Hythe" (Photo: Chas. E. Brown)

call the first eight the **Plymouth** class and the last four the **Bermuda** class. Externally there will be no difference. The wartime Sunderland development called the **Seaford** has been re-vamped into a civil type and given the name of **Solent**.

The ramifications of the race of four-engined **Short** flying-boat threatens to get beyond recognition.



Aircraft in the News

1 Getting a Green. These three De Havilland Vampires Mk.I, of 247 Squadron are waiting to scramble. The airfield controller is in the act of giving them a "green." News is now released of the Vampire II fighter, which has a Rolls-Royce turbo-jet (see page 141).

2 The Black Pirate. More correctly, a midnight blue XF6U-1 "Pirate" by Chance Vought. This new jet-propelled carrier-based fighter for the US Navy packs a powerful, but undisclosed, punch in the nose, and a Westinghouse turbo-jet in its belly. Its top speed, like its colour, is kept dark.

3 Twin-twins. The North American Aviation four-jet bomber, XB-45 has two pairs of turbo-jets to each nacelle. It is built to the same specification as the Consolidated Vultee XB-46, to which it bears resemblance. No performance figures are disclosable but its span is 89 ft. 6 ins. and its length 74 ft.

4 Jet-wing. The Northrop XB-49 eight-jet flying-wing is a natural development of the XB-35. The stabilizers on each side of each row of jet-orifices are a useful recognition feature. This is an artist's impression although the prototype should fly within a few weeks.

5 Fully-fashioned. This production De Havilland Sea Hornet shows new fin-fairing, folding wings and wing bomb racks. Slenderness is the keynote to fuselage and engine nacelle forms. Hornets too will have the new fairing.

6 Topsy-Turvy Tail. The Boeing L-15A is going into production for the US Army as a liaison aircraft. A high tail-boom demands "inverted" fins and rudders. The gondola form of cabin provides very good view all round and downwards. Speed range is from 36 m.p.h. to 112 m.p.h. top, or 200 m.p.h. diving.

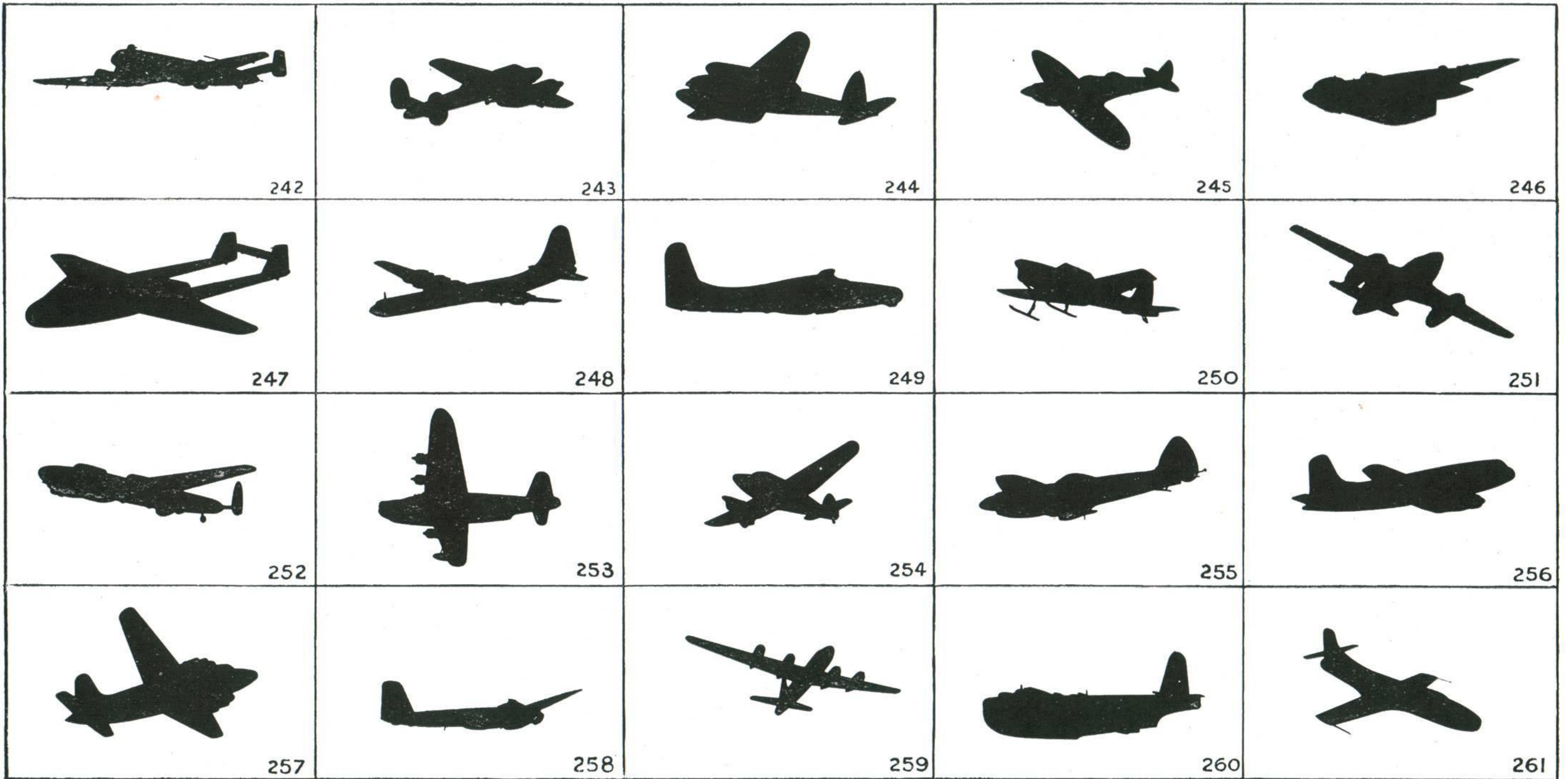
7 Pot-belly. The Boeing C-97 four-motored transport for the USAAF is a development of the Stratofreighter. Boeing have received an order for 10 YC-97's, some of which will have Wright Cyclone radials, the rest Pratt and Whitney Wasp Major radials. One will be a troop transport developed from the Stratocruiser.

8 Harvard Graduate. The XSN2j-1 by North American Aviation 2-seat pilot trainer bears strong family likeness to the hard-working Harvard. At present on test, it is being vetted by the US Navy. Small recognition detail includes offset radio mast, large tail wheel mounting and fin fairing.

9 Short Steps. This Short Sunderland V, latest flying boat to go into RAF Service, is just rising on to the forward step before leaving the water. The American engines betray themselves by their spinners and dog-eared exhaust stacks.

SILLOGRAPHS

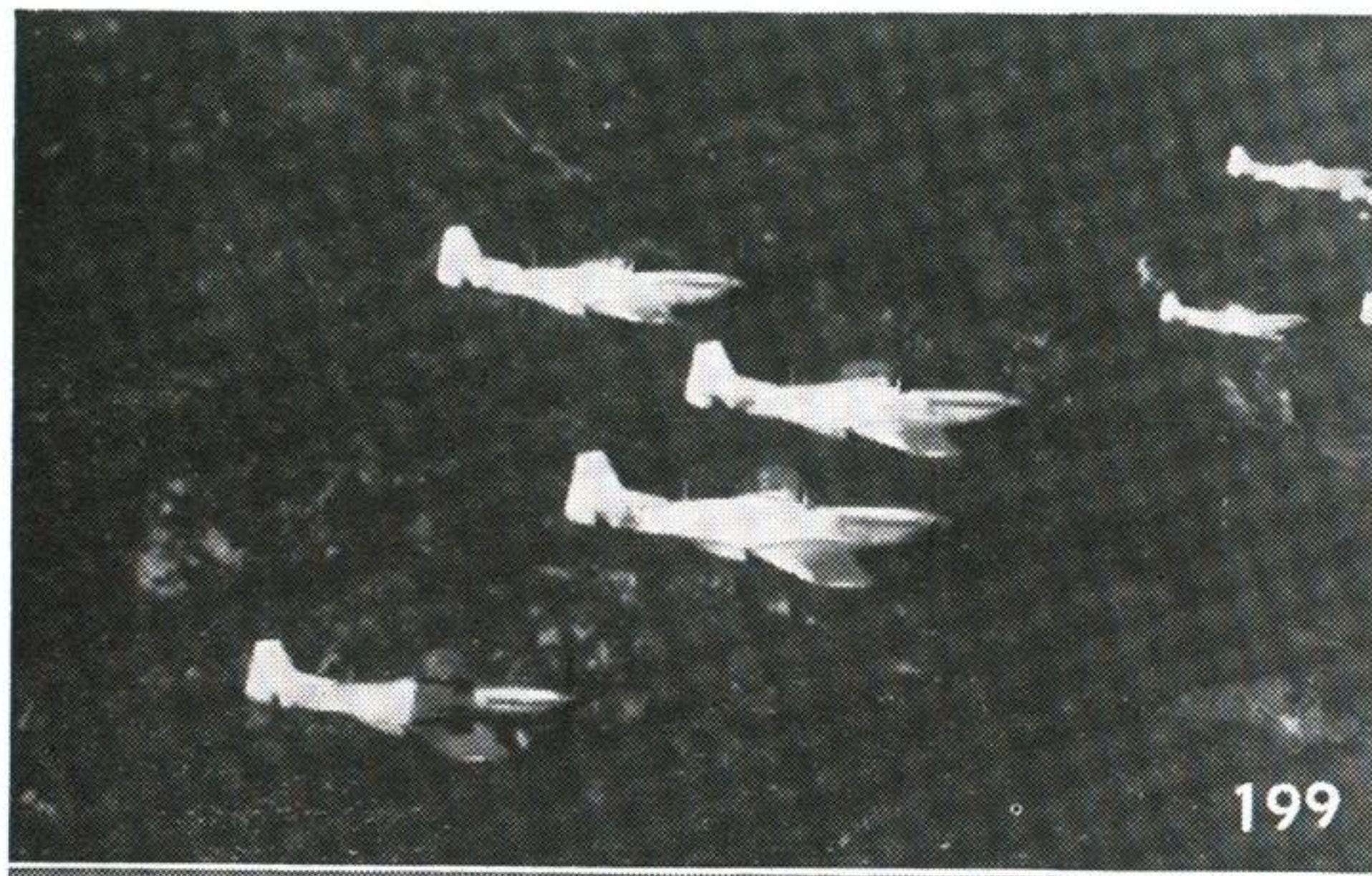
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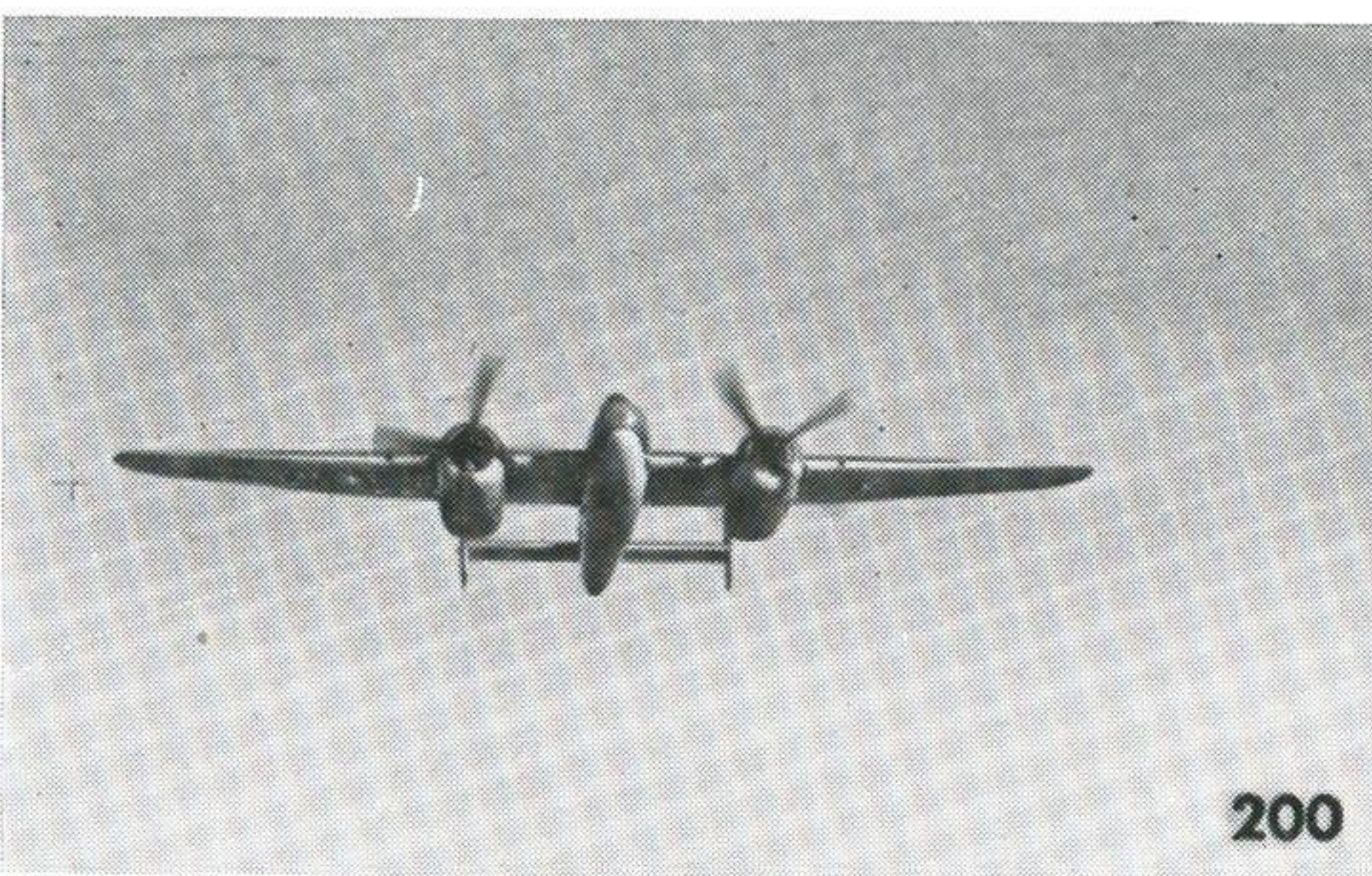
ADVANCED SPOTTING

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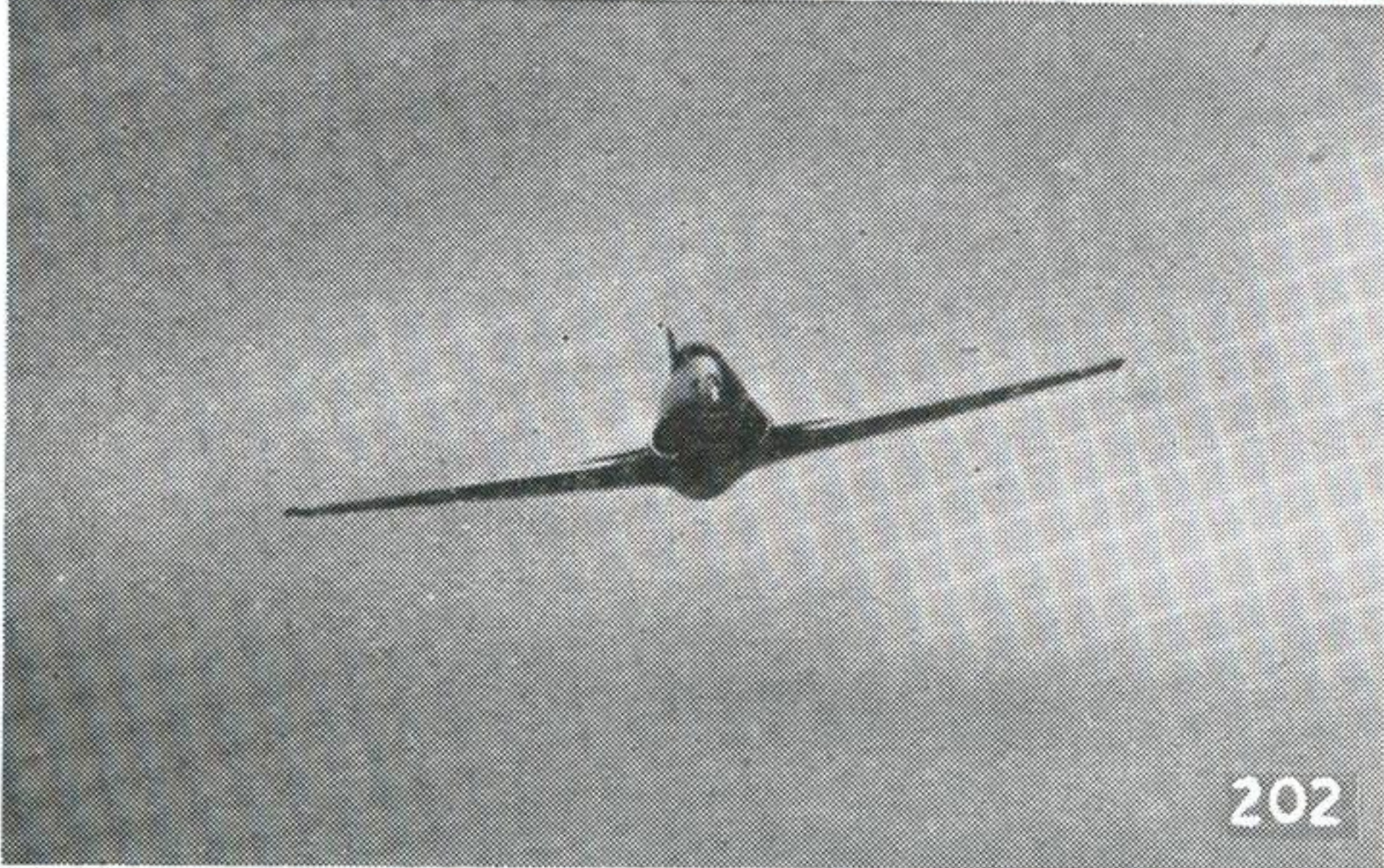
199



200



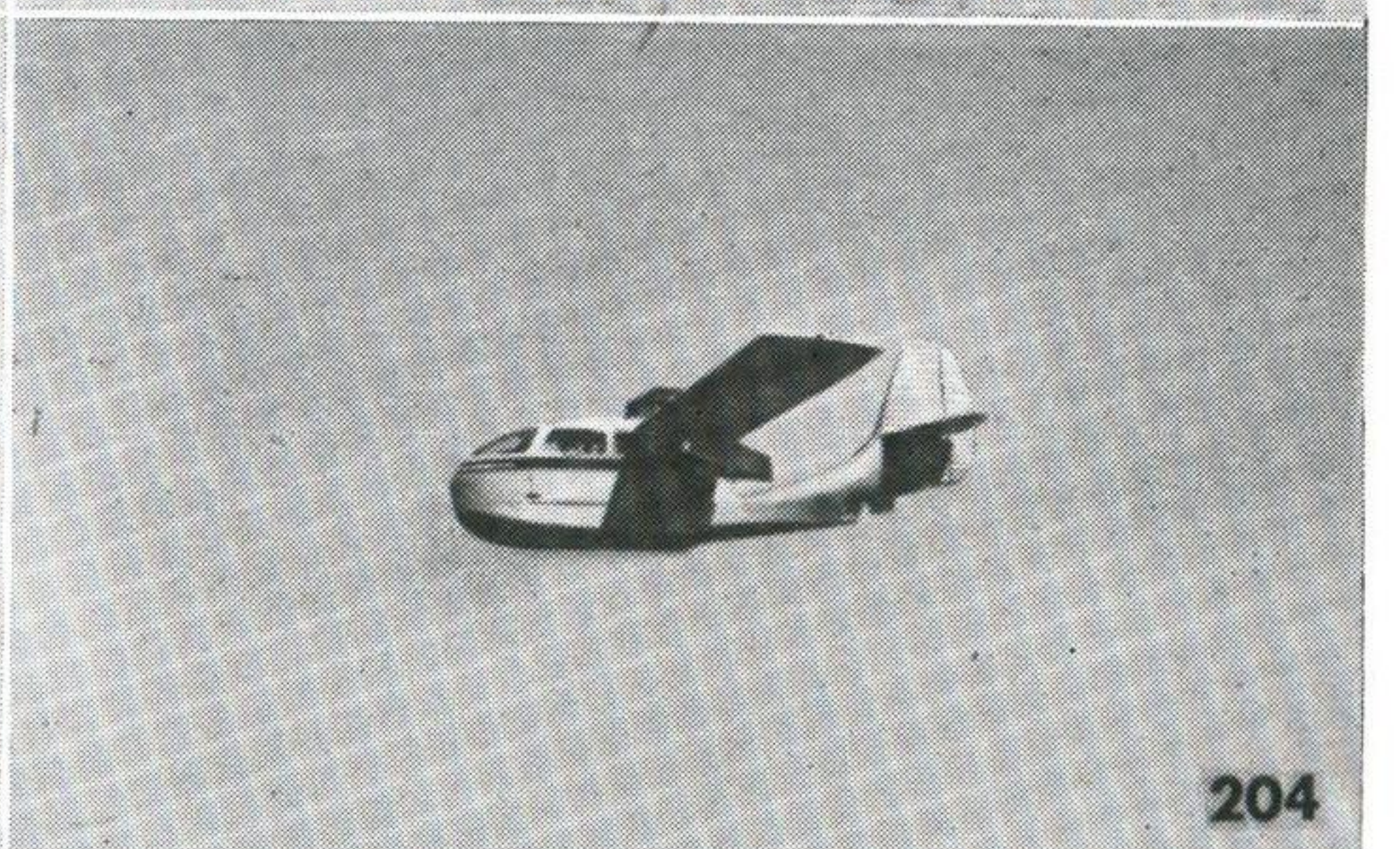
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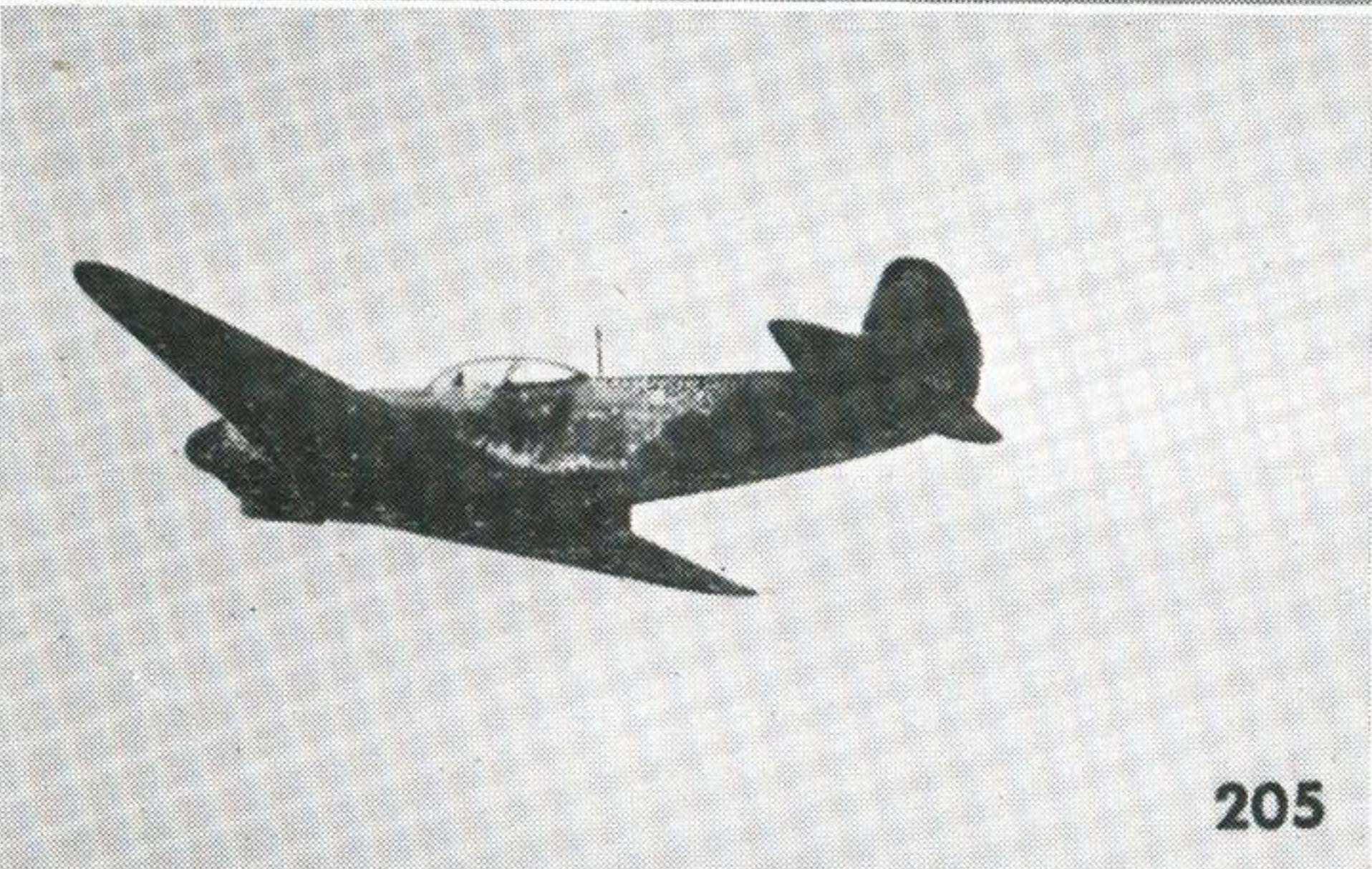
202



203



204



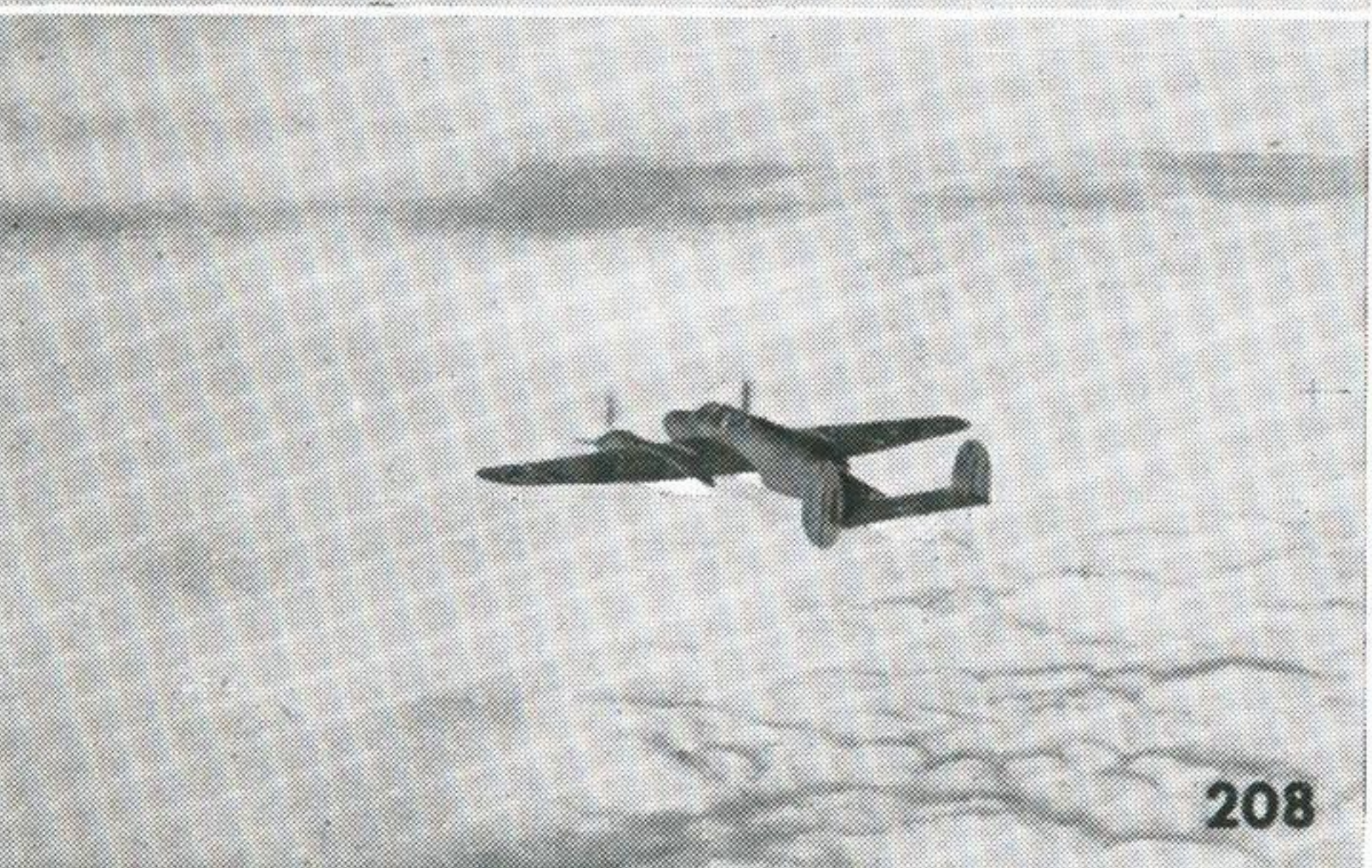
205



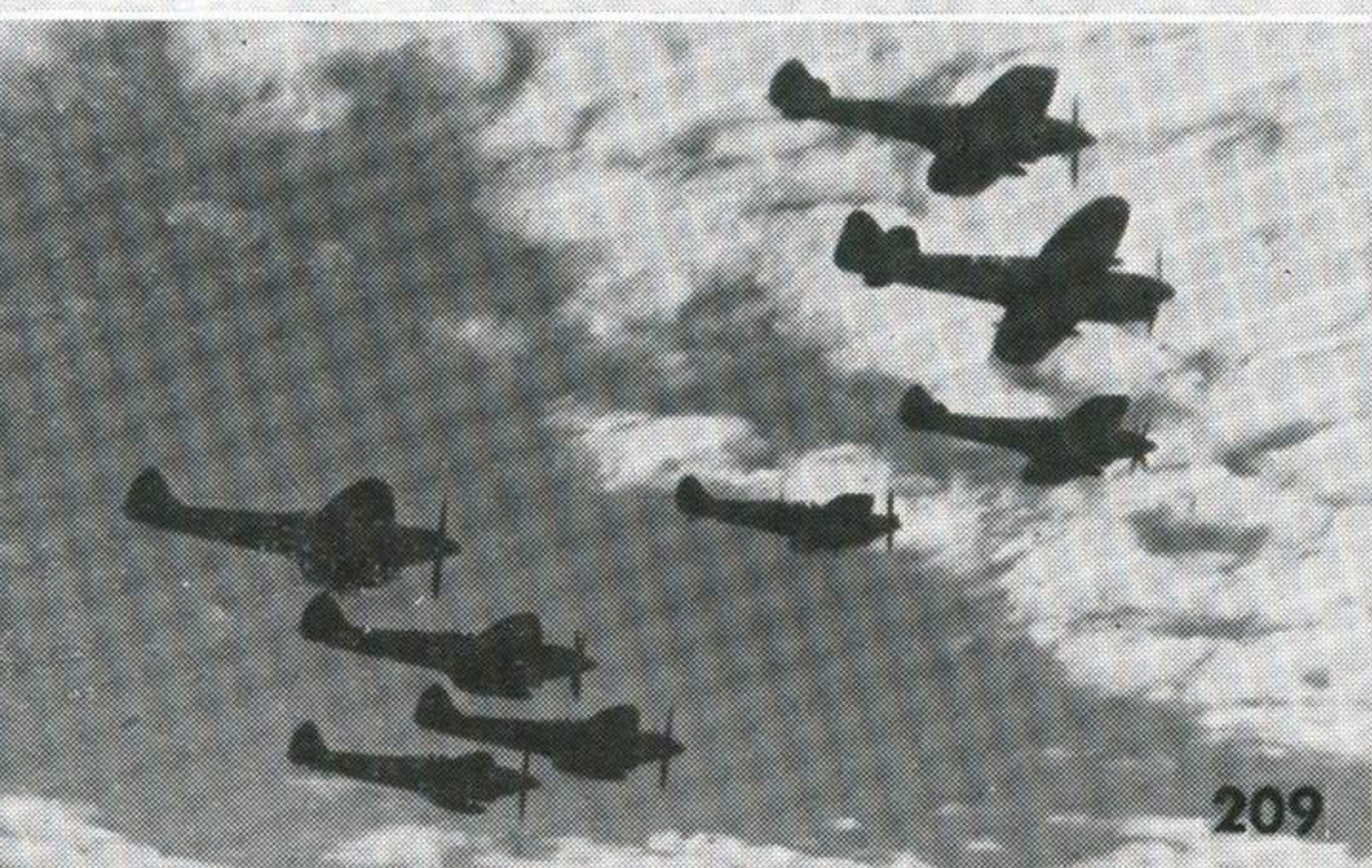
206



207



208



209



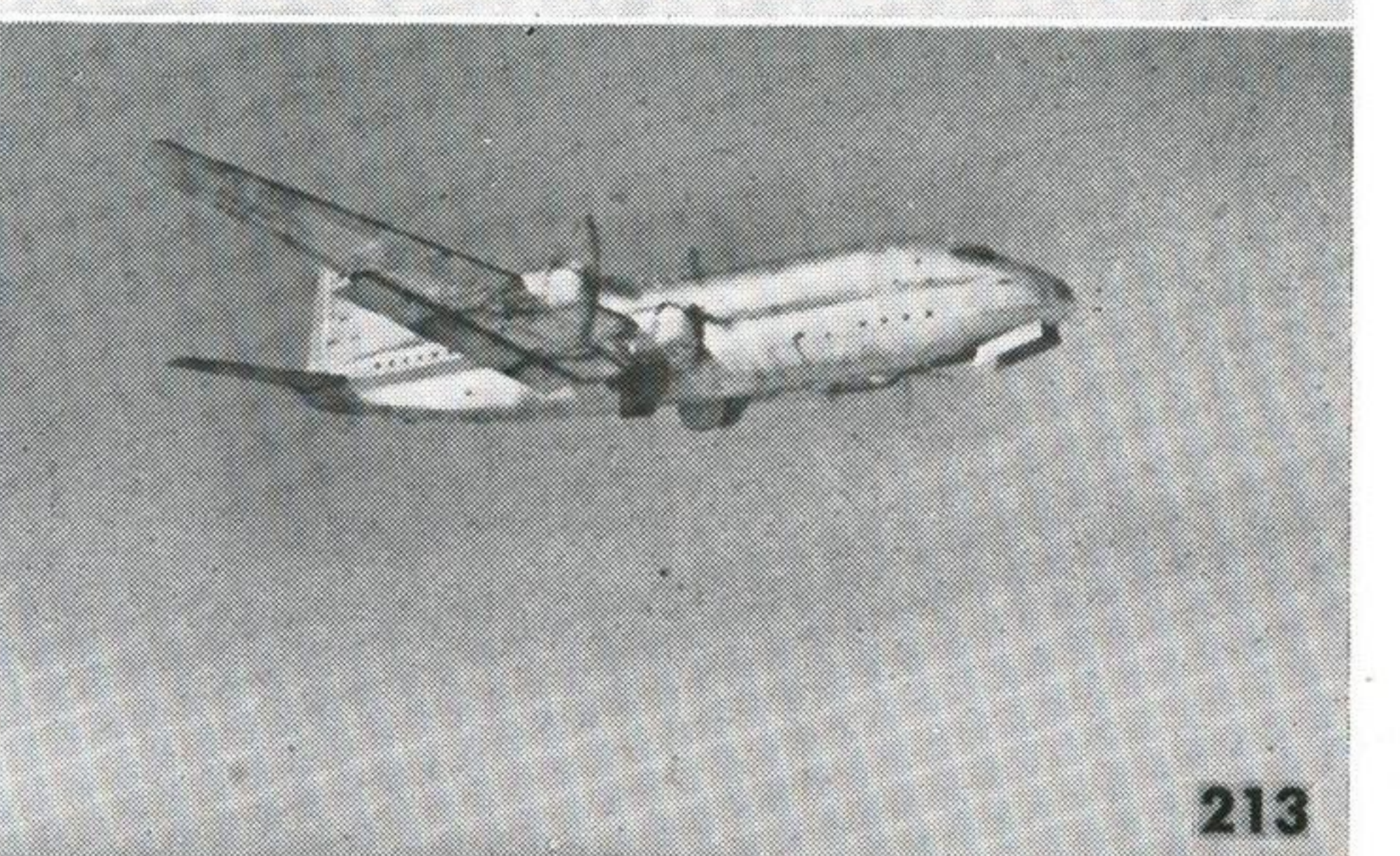
210



211



212



213



214



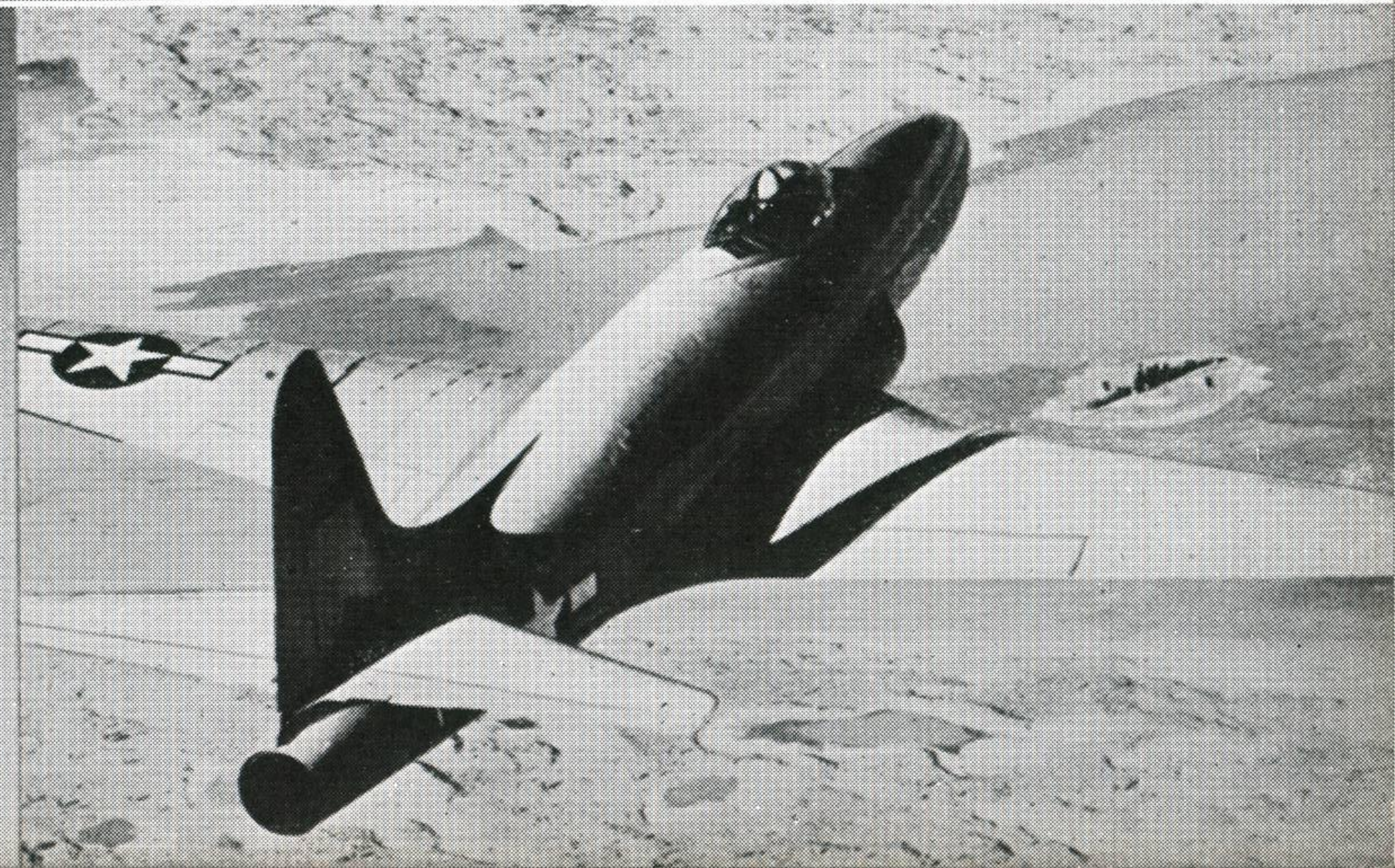
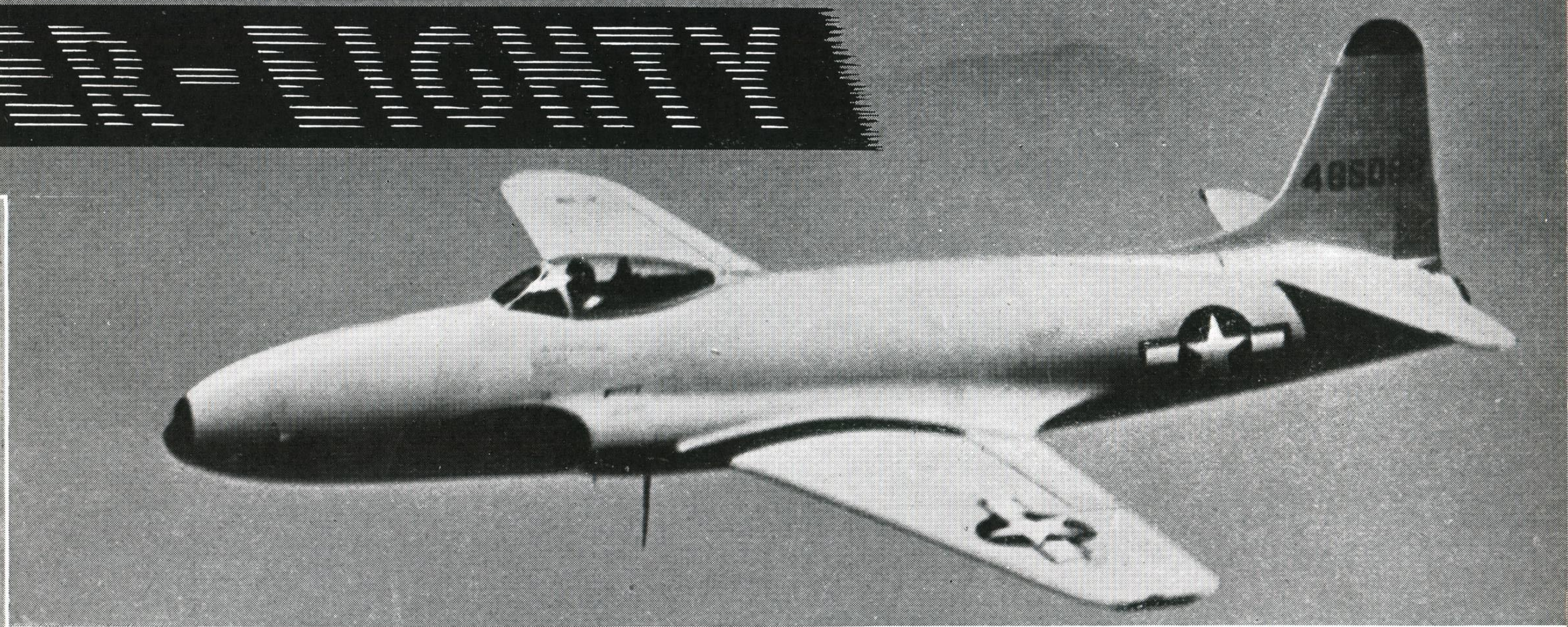
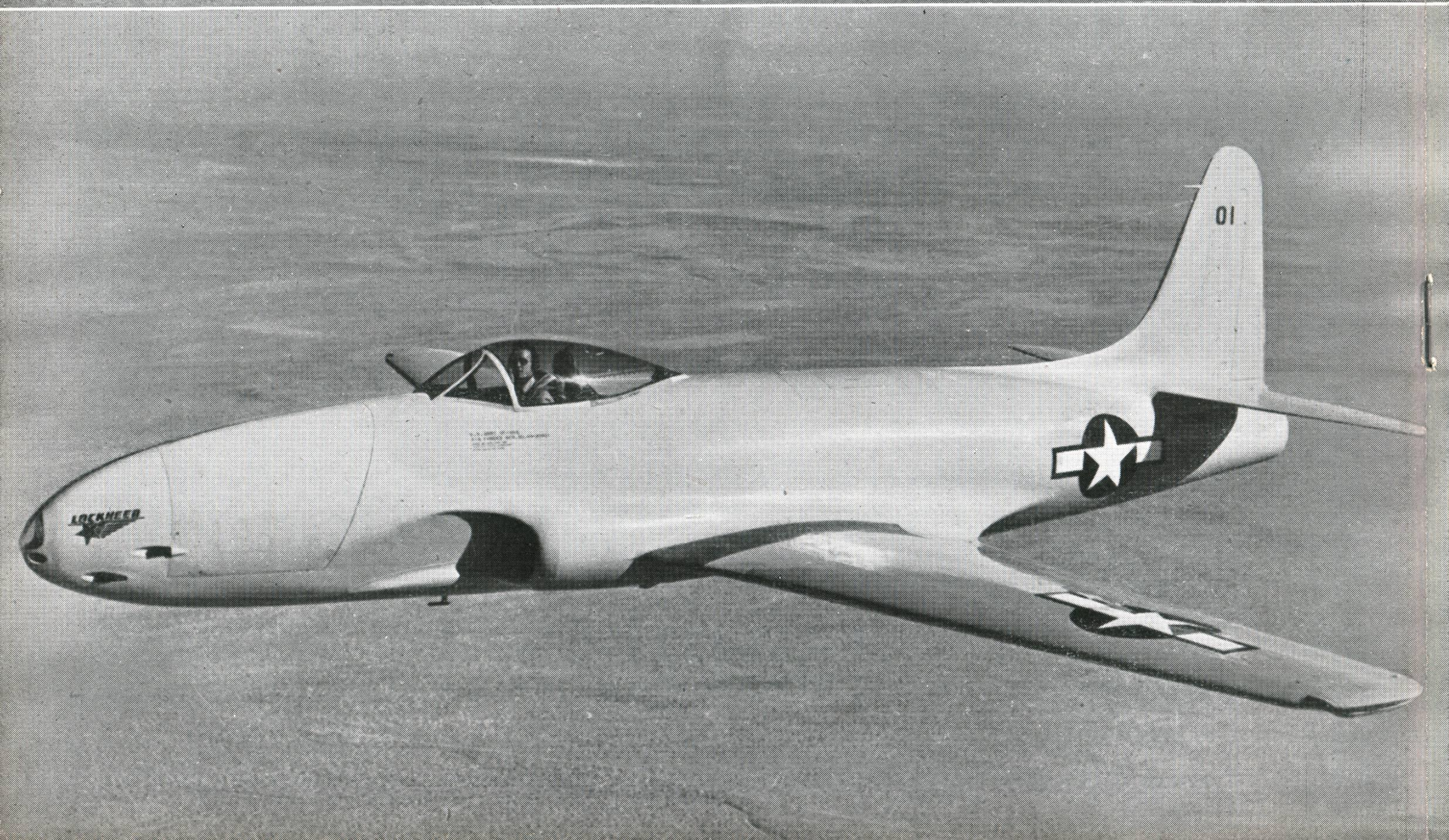
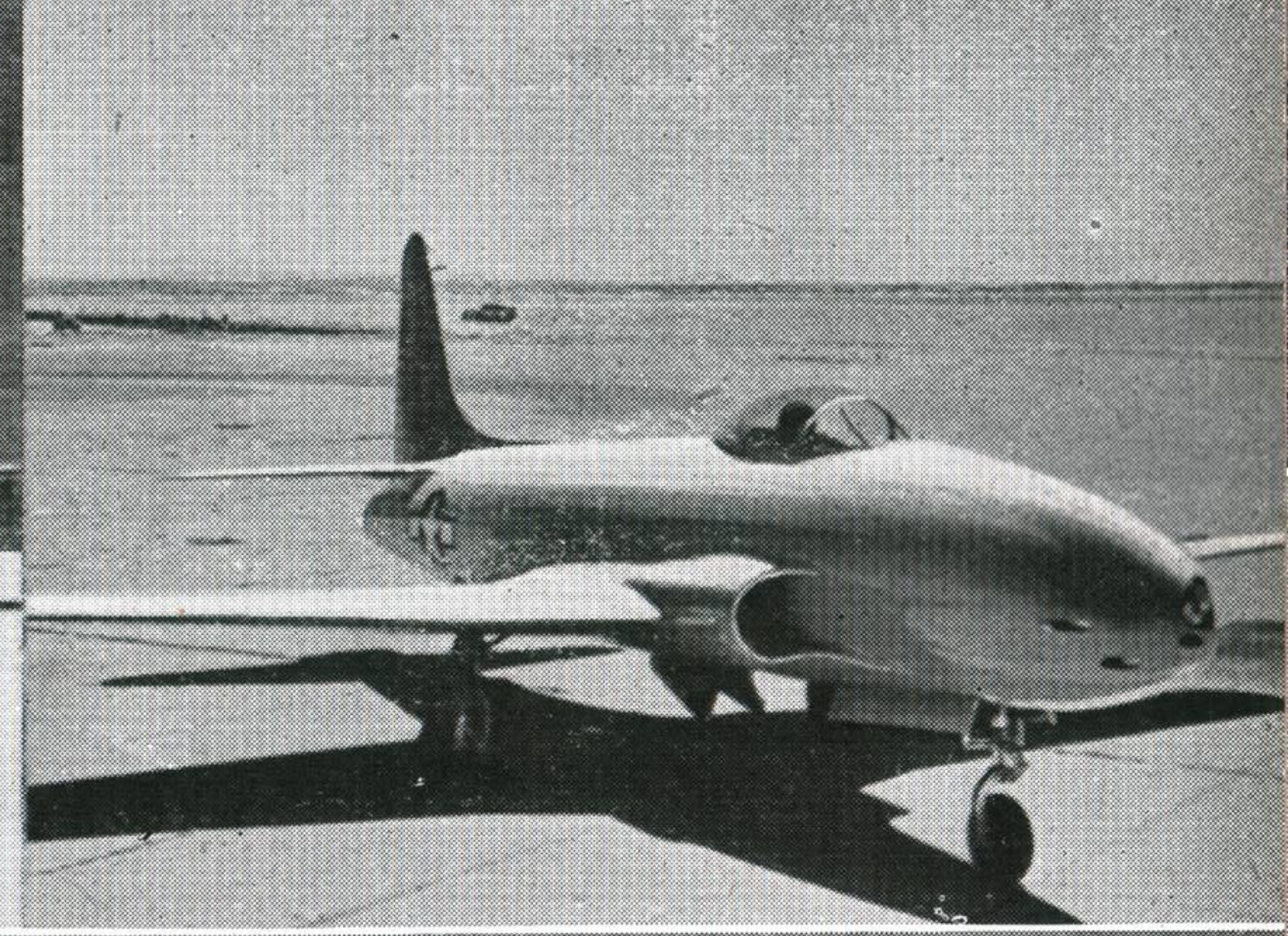
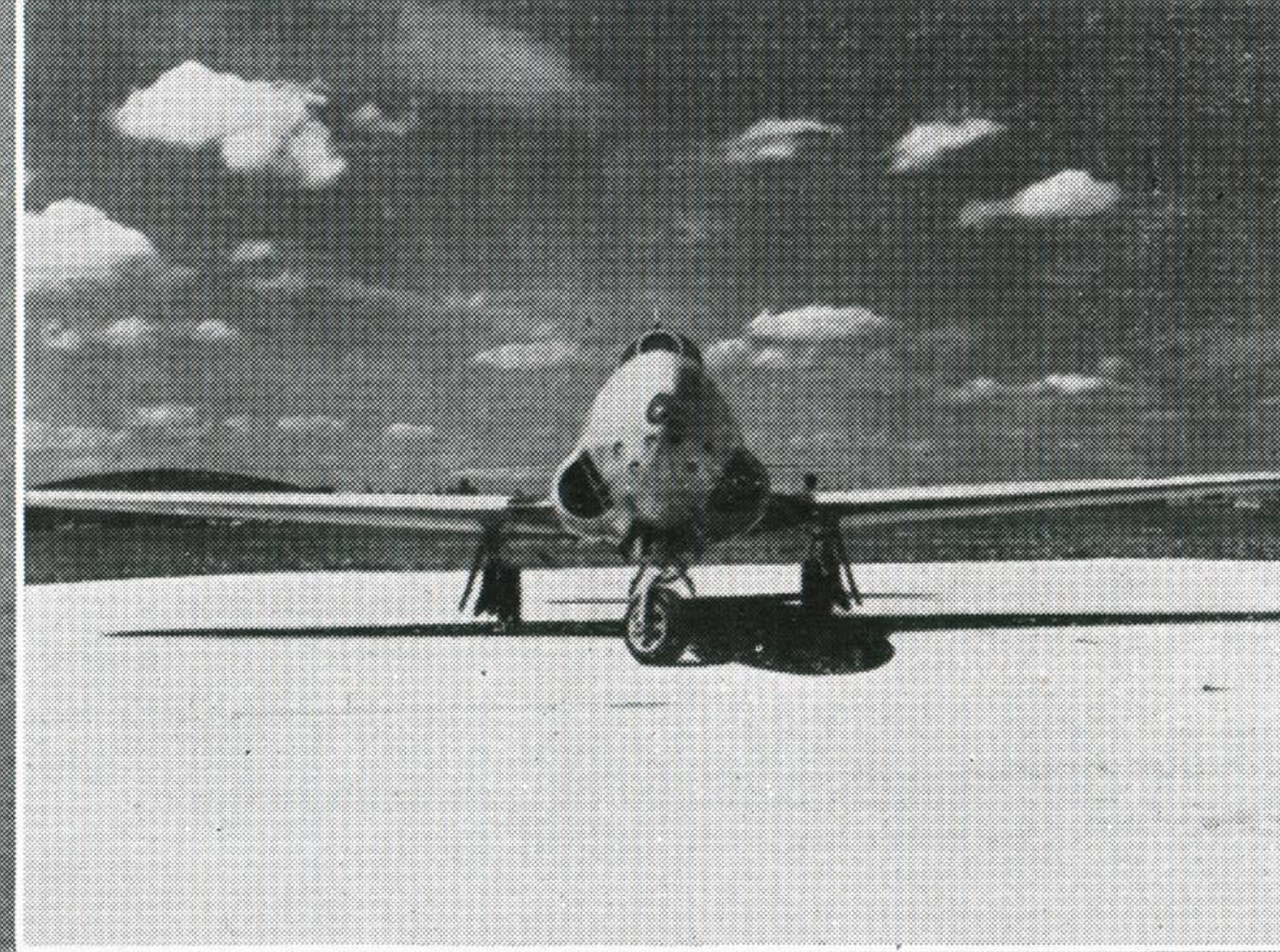
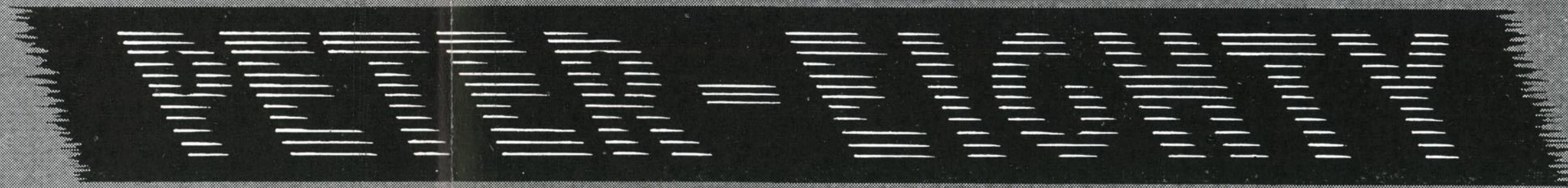
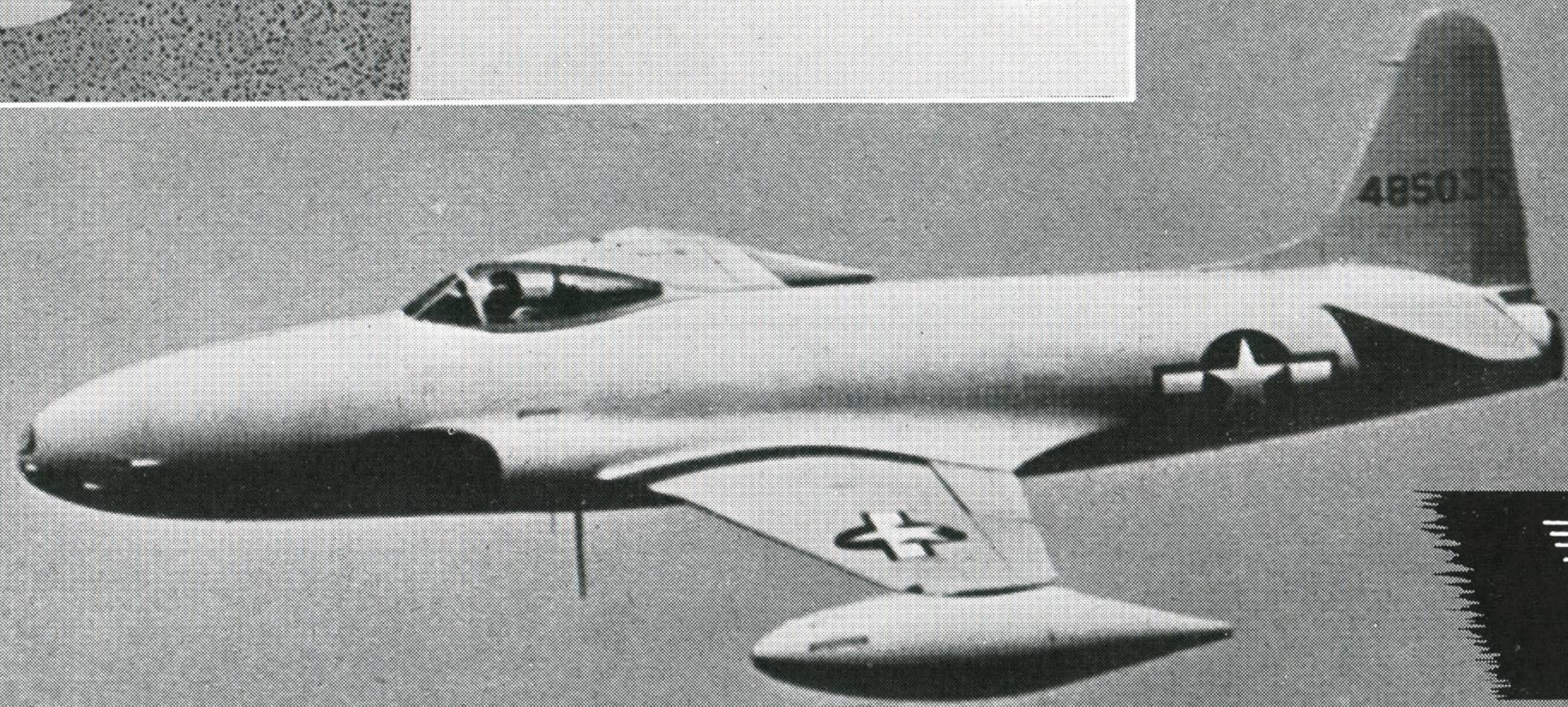
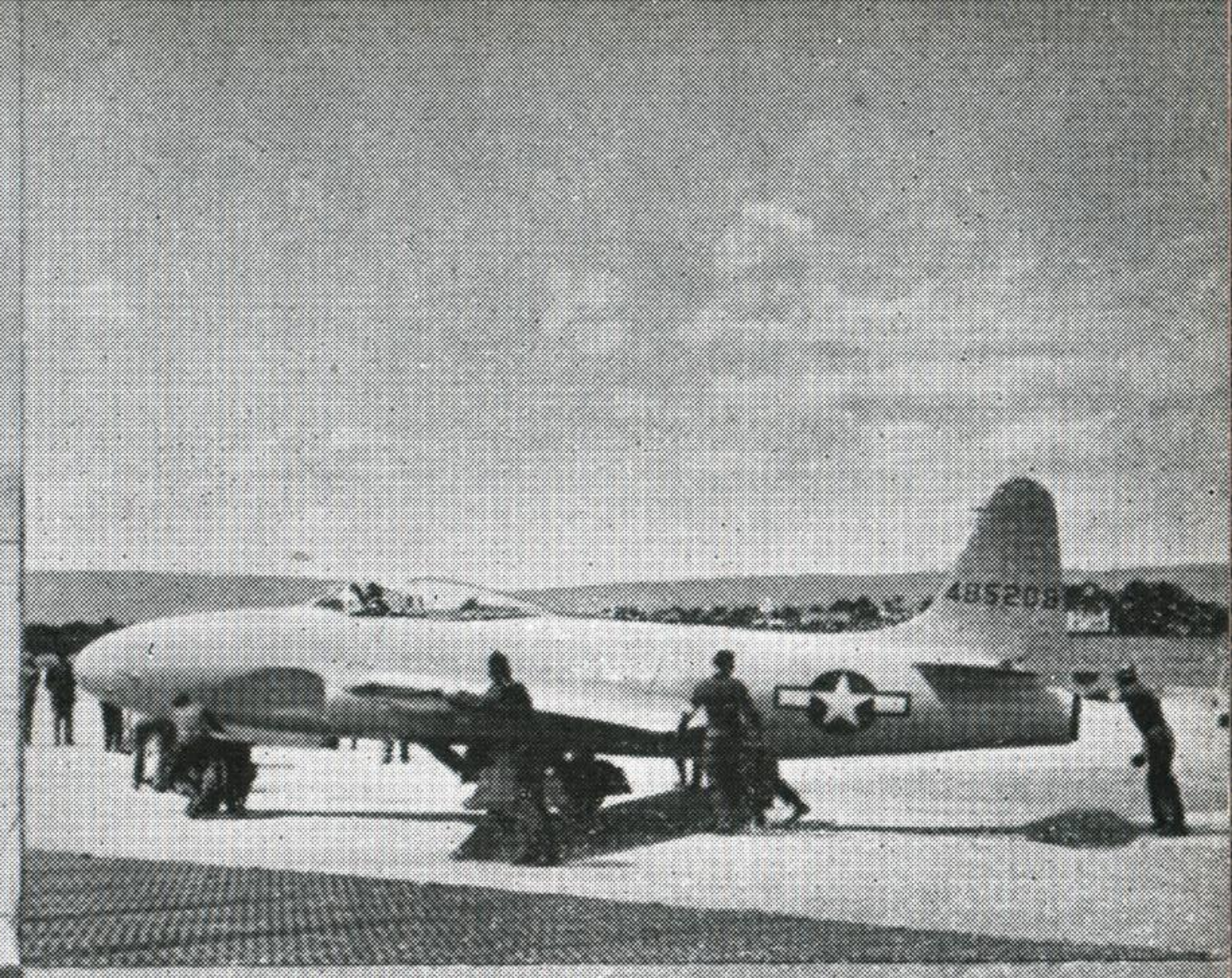
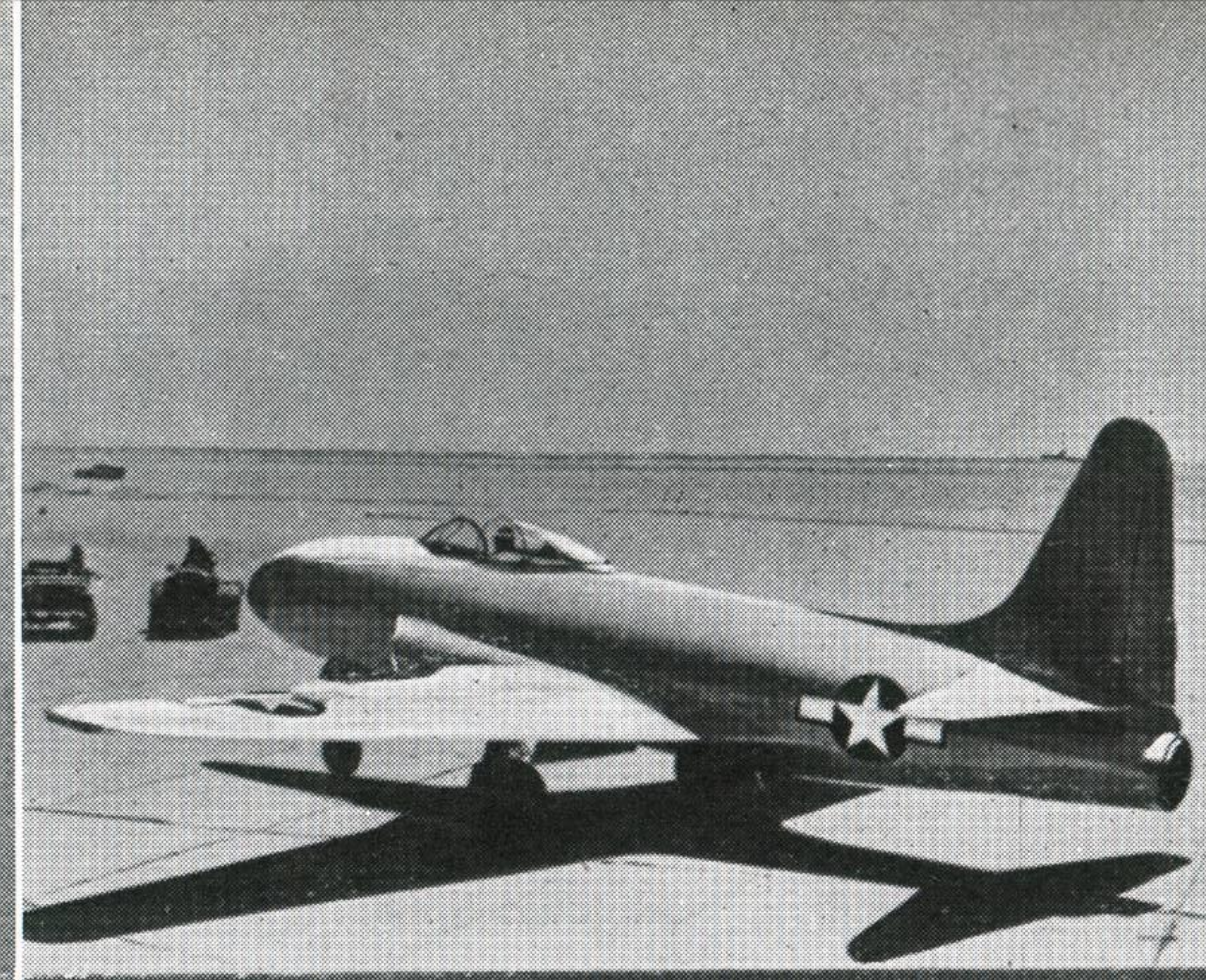
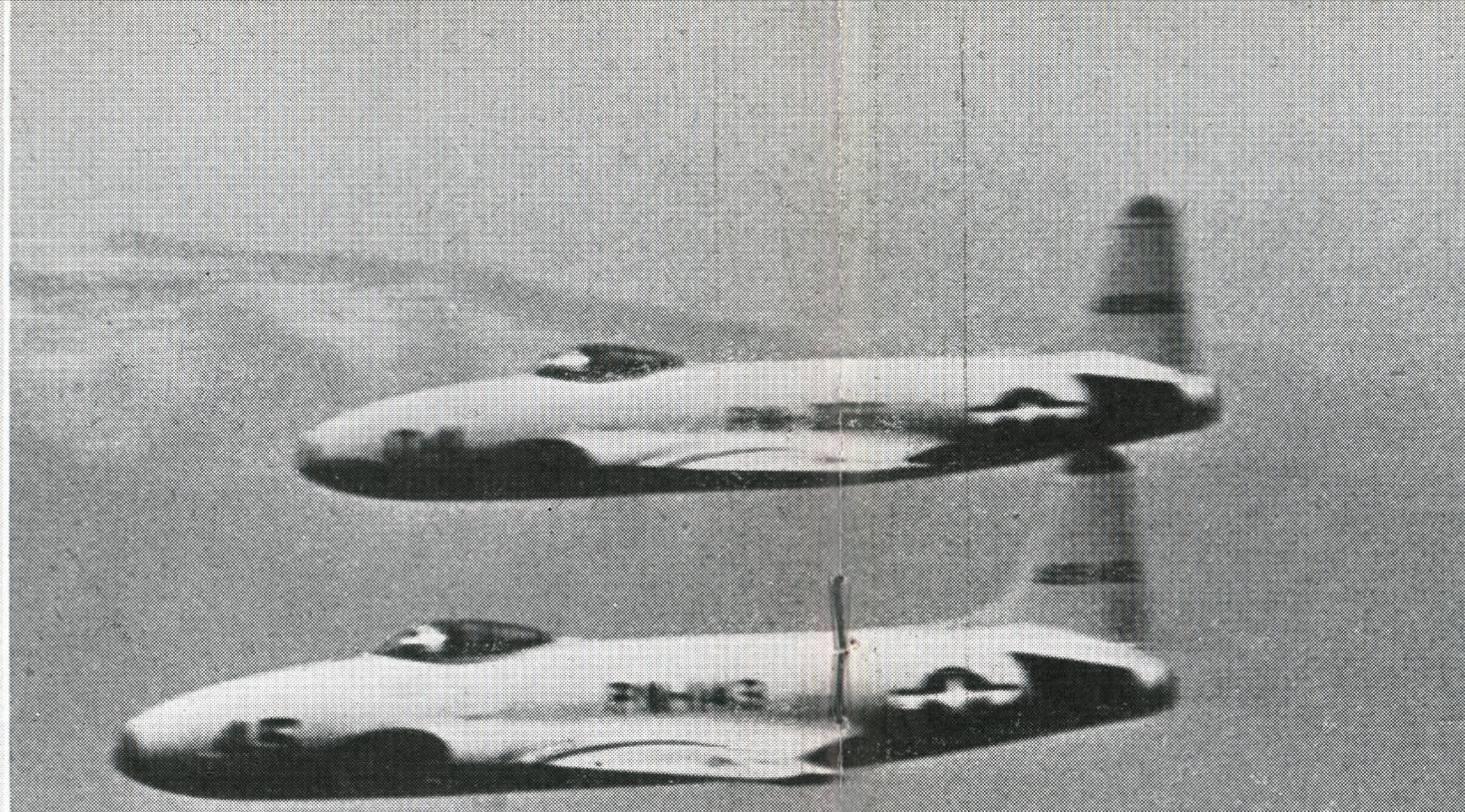
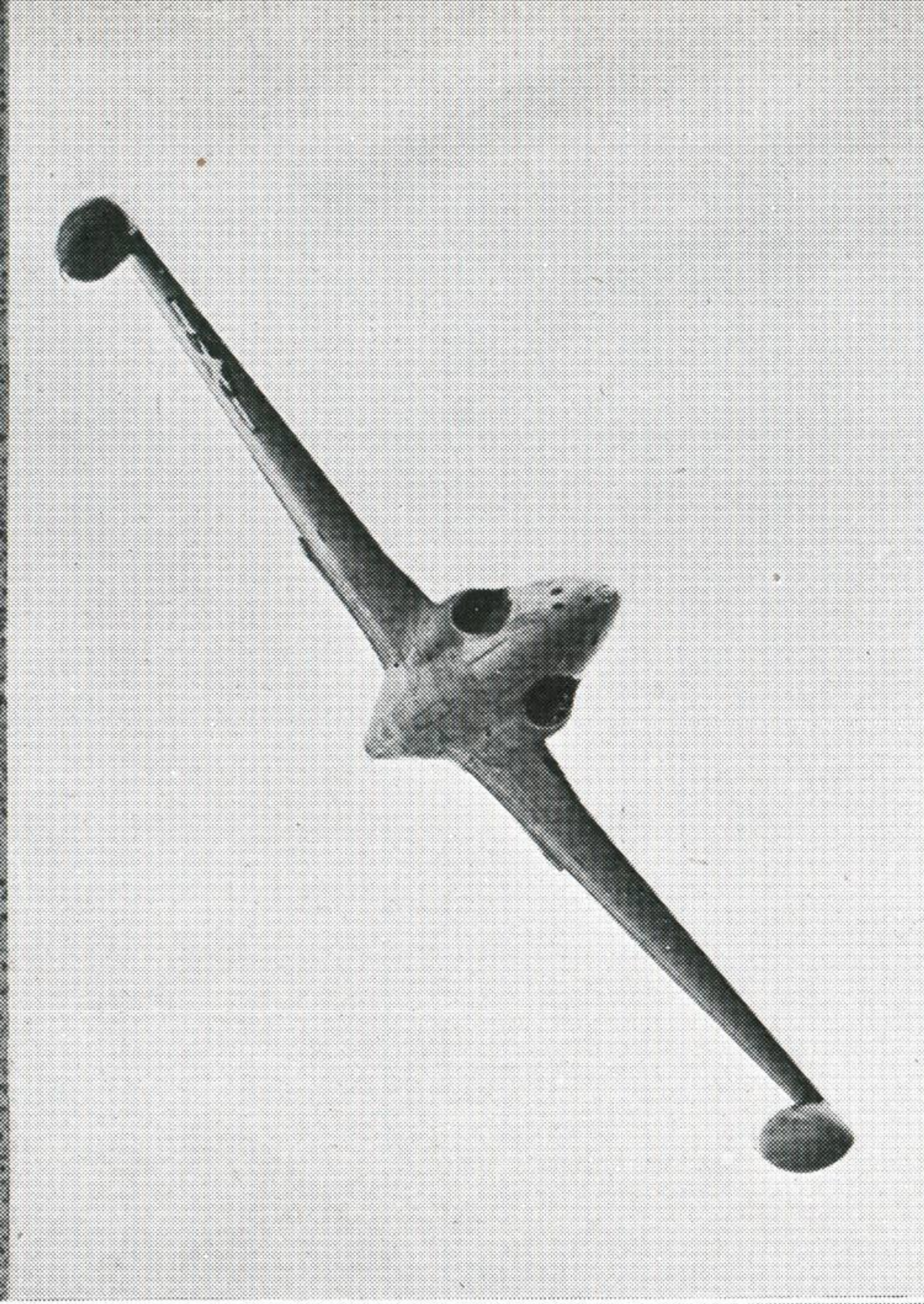
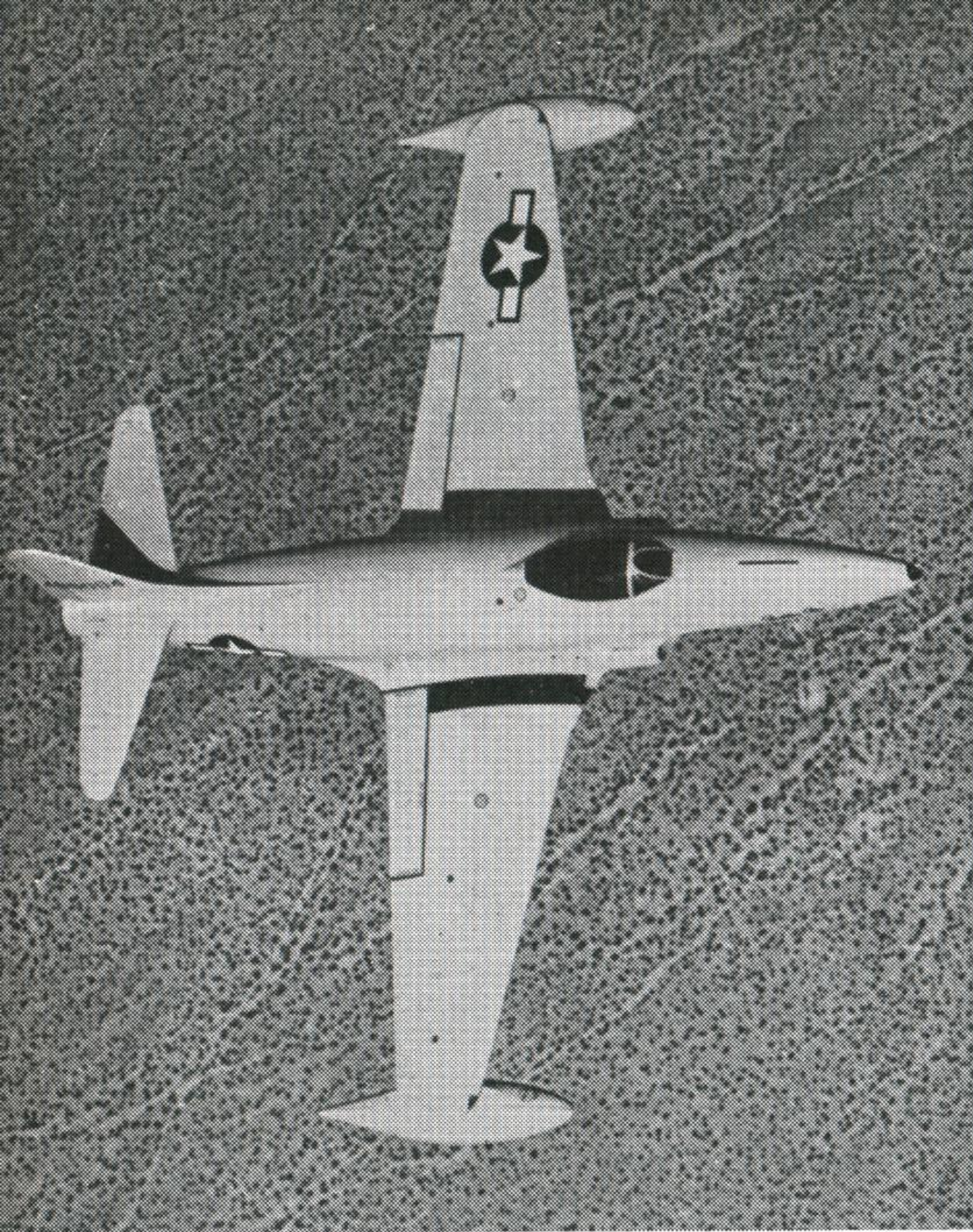
215

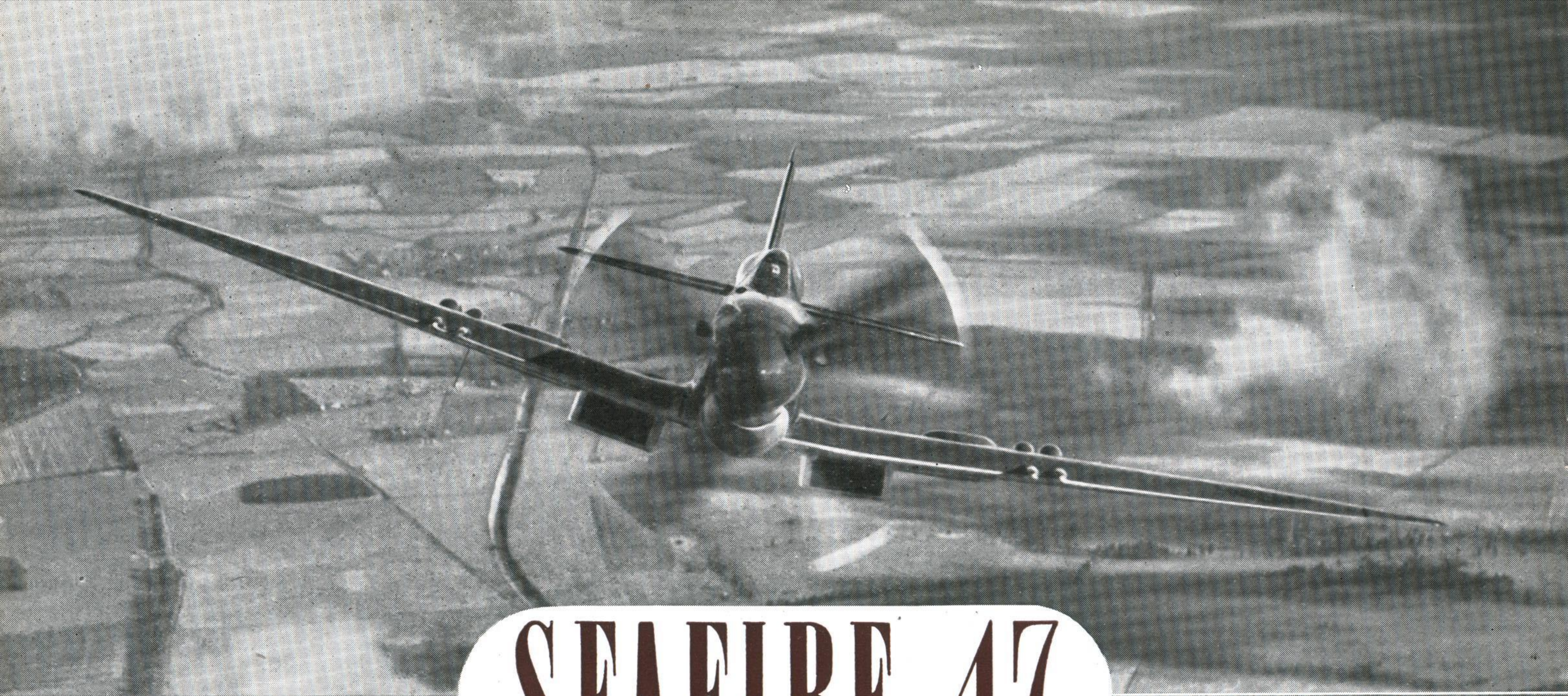


216

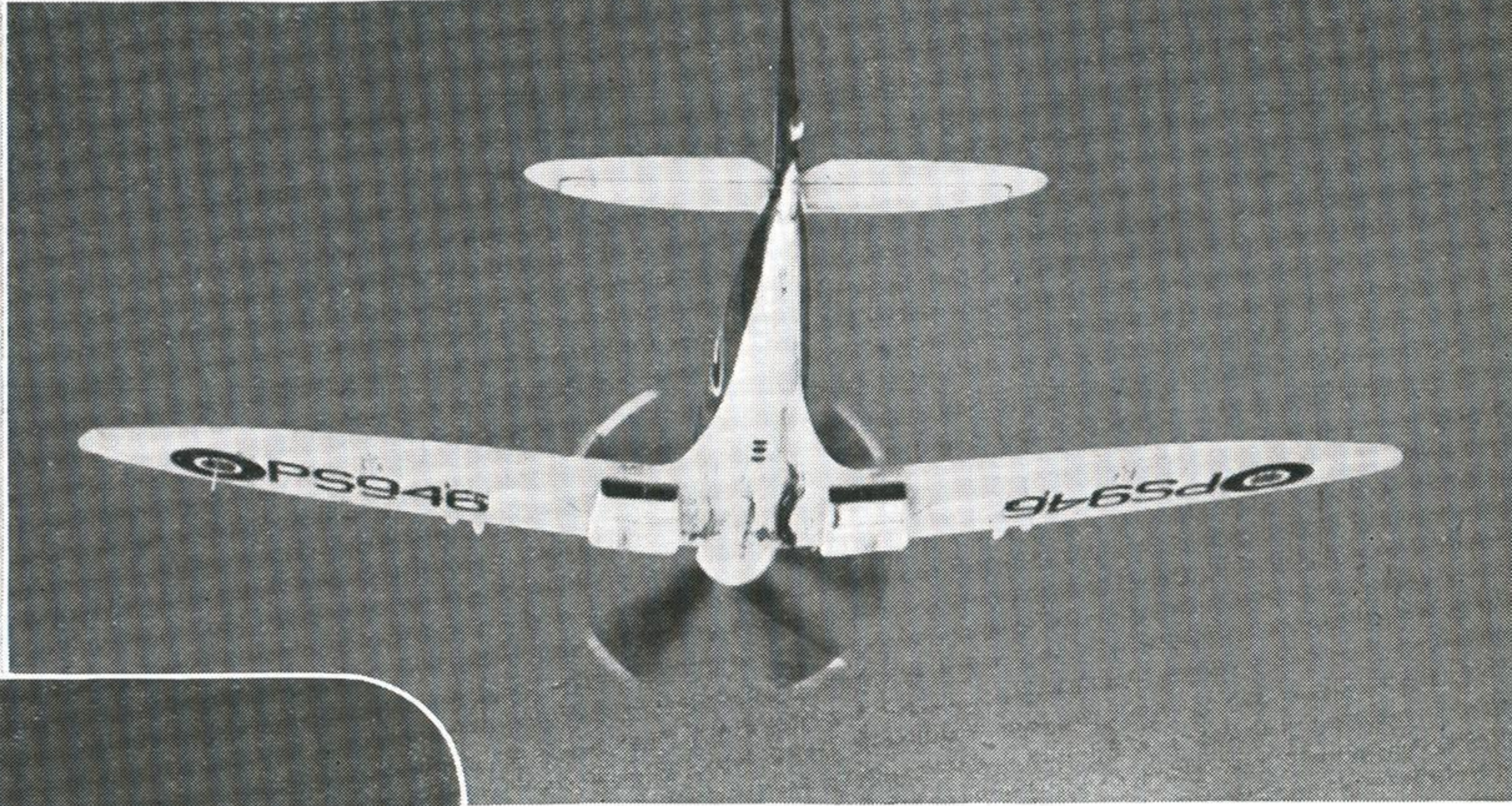
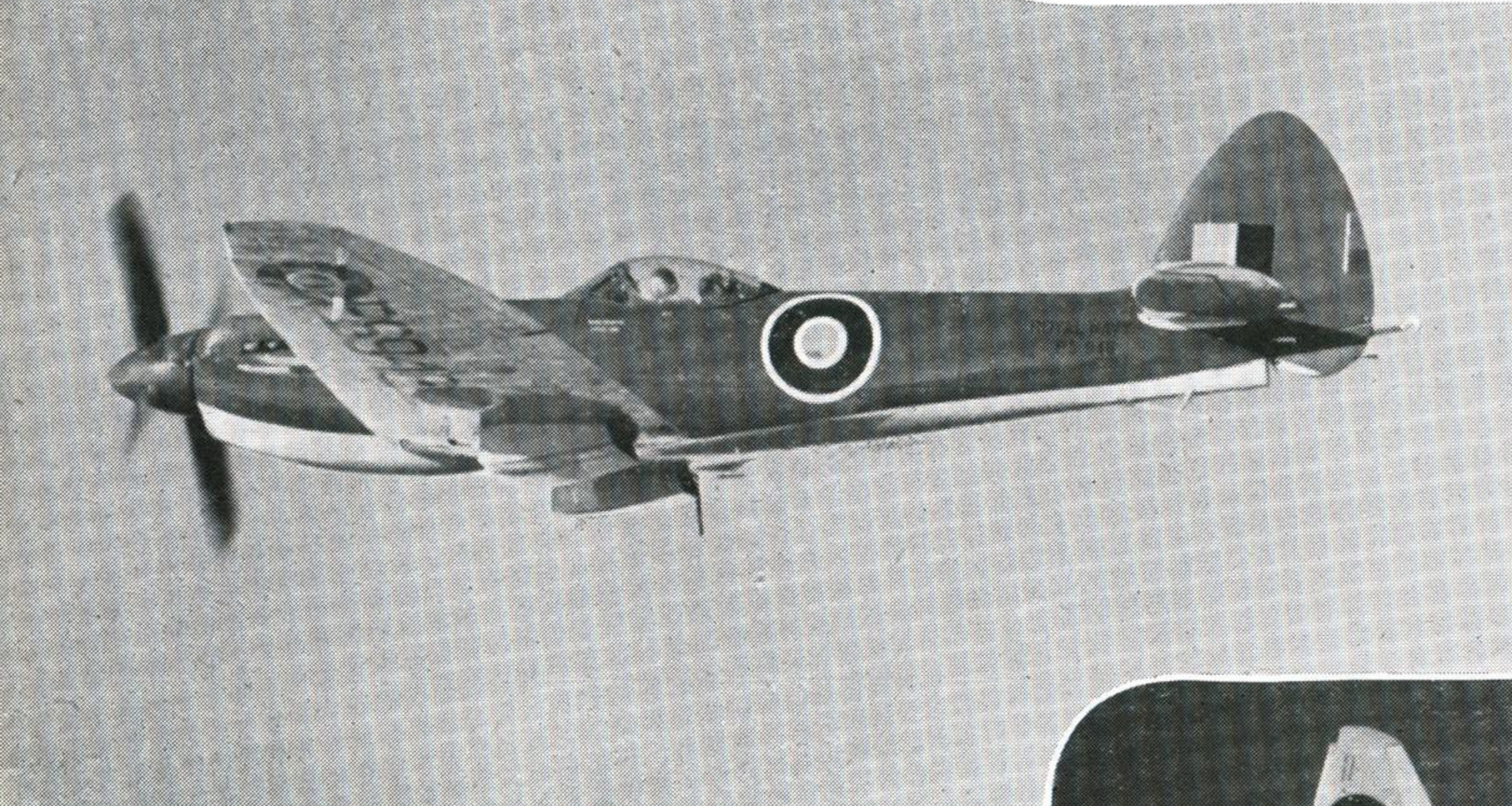
ELEMENTARY SPOTTING

Recognition Test No. 39





SEAFIRE 47

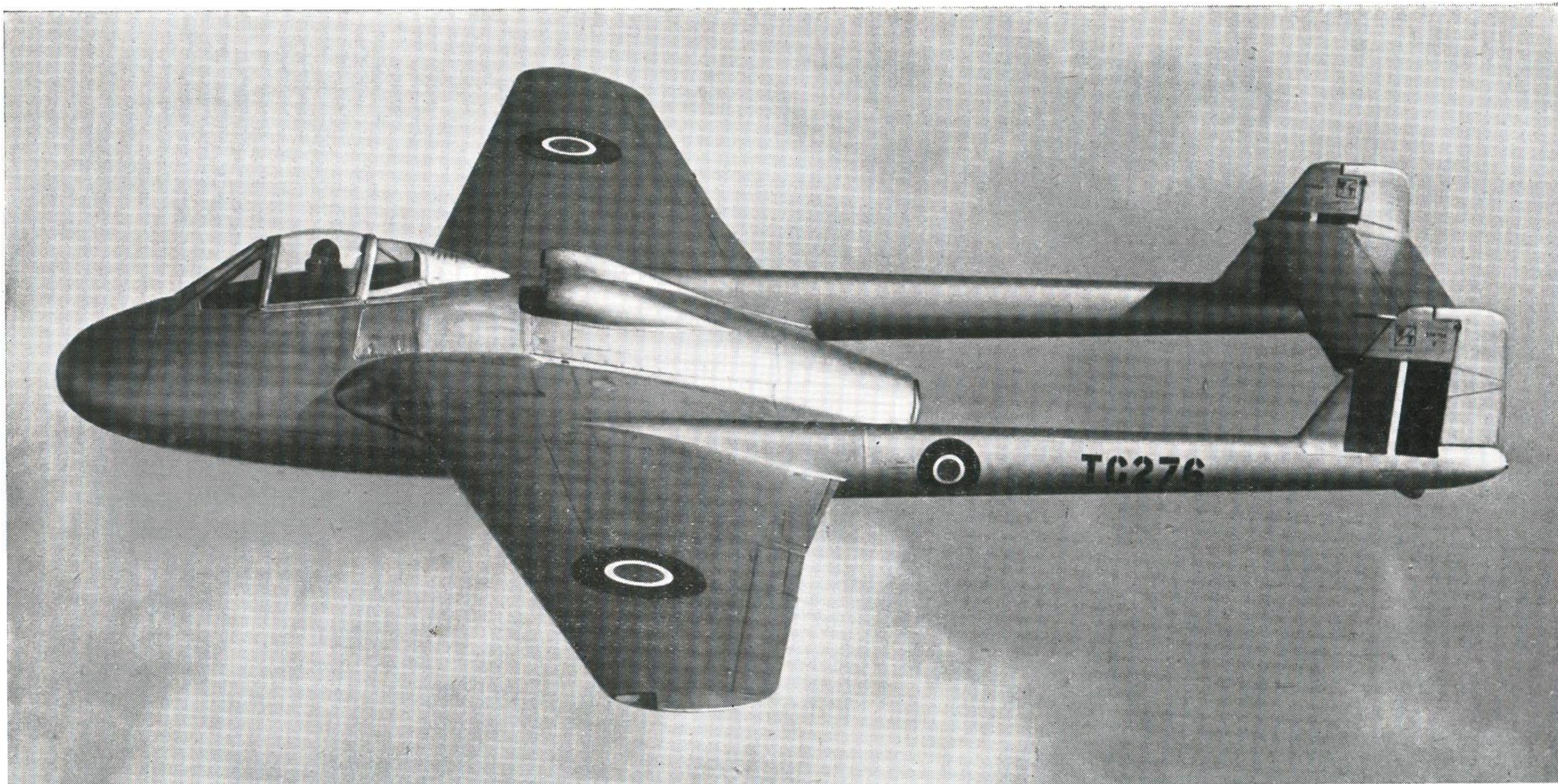


The answers to many operating problems of the earlier Seafires and Spitfires are embodied in the "47." This latest, perhaps the last, Seafire has a Rolls-Royce Griffon 85-engine and contra-props to absorb its 2,000 h.p. Folding wings, deck-arrester hook, and RATOG earmark it as "Navy." For range, extra tanks can be "blistered" to the wings, outboard of the guns, and a drop tank hung beneath its belly. For warlike operations it has four cannon in the wing and can carry, on its wings, bombs or rockets as well, up to a total weight of 1,500 lbs. It will reach 450 m.p.h. and fly nearly a thousand



miles. In fact it has everything it takes to make an efficient naval fighter in the air-screw driven class. It retains, however, the same simple basic shapes of the very first Spitfire. There are differences in detail of course, but original family characteristics remain. There is an increase of some three-and-a-half feet in length over the prototype Spitfire, now over ten years old, and an increase in span of just one inch. The longer nose and "straight-through" top line to fuselage give the "47" that leaner look of the later race of Spits and Seafires. There will be F.R. 47's and F.47's in naval service.





Revamped Vampire. The Vampire II, a Rolls-Royce De Havilland experimental combination which has so far resulted in an unofficial altitude record for jet-engined aircraft, of 51,000 feet, and an improvement of take-off and climb over the Vampire Mk.I. The Vampire airframe was not designed for the Nene turbo-jet and to get the required weight of air, additional intakes have been fitted behind the cockpit giving the machine a further distinctive recognition feature. It looked bat-like before, now it's bug-eyed—in fact it becomes a bug-eyed bat. The rest of the airframe shapes, forms and proportions remain the same as for the Mk.I.

SOLUTIONS TO RECOGNITION TESTS IN THIS ISSUE :

FRONT COVER : Grumman F7F-3N "Tiger-cat"

No. 37 (SILLOGRAPHS)

- | | |
|-----------------------|----------------------|
| 242. Ju 290 | 252. Lancastrian |
| 243. Brigand | 253. Hythe |
| 244. Mosquito VI | 254. Percival Q6 |
| 245. Spitfire Trainer | 255. Seafire 47 |
| 246. XB-35 | 256. Hastings/Hermes |
| 247. Vampire I | 257. Viking |
| 248. XB-36 | 258. Ju 188 |
| 249. F7F-3N Tiger-cat | 259. B-32 Dominator |
| 250. Chipmunk | 260. Shetland |
| 251. Me 262 | 261. Skystreak |

No. 38 (ADVANCED SPOTTING)

- | | |
|----------------------|--------------------------|
| 247. Firefly I | 260. Argus |
| 248. Piper Cub | 261. B-17 Fortresses |
| 249. Viking | 262. PBM-5 Mariner |
| 250. Tempest V or VI | 263. P 51D |
| 251. York | 264. Spitfires |
| 252. Dakota | 265. Kingcobra |
| 253. Vampire | 266. P-80's |
| 254. Proctor | 267. Harvard |
| 255. Me 262 | 268. Thunderbolts |
| 256. Harvards | 269. P-51H |
| 257. Dove | 270. IL-4 |
| 258. Spitfires | 271. Seafire and Firefly |
| 259. Hoverfly | |

No. 39 (ELEMENTARY SPOTTING)

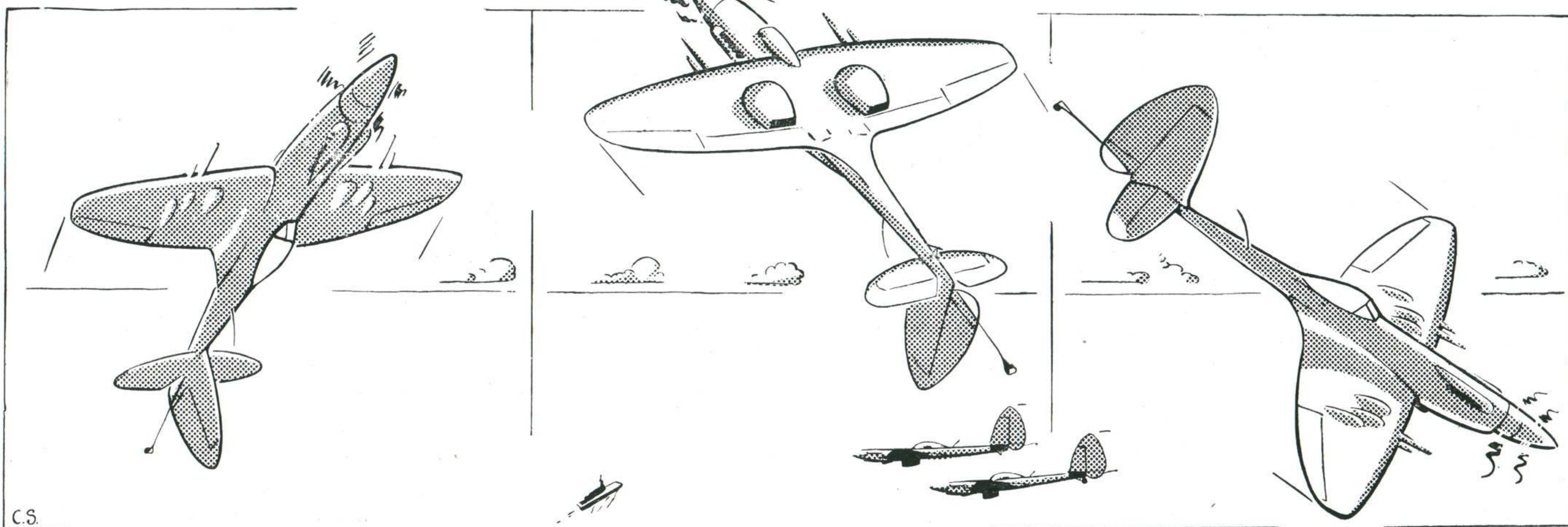
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|-----------------------|---------------------------|
| 199. P-51 D | 208. Brigand |
| 200. Brigand | 209. Seafires and Firefly |
| 201. XF6U-I, Pirate | 210. Halifax II |
| 202. P-80 | 211. Lincoln |
| 203. Hoverfly | 212. Ju 290 |
| 204. Seabee | 213. Constitution |
| 205. YAK-9 | 214. Me 262 |
| 206. P-61 Black Widow | 215. Brigand and Meteor |
| 207. Vampire | 216. Tempest VI |

R.O.C. Notice: The next number of the *R.O.C. Gazette* will appear with the July issue of the *Journal*.

Vickers Armstrongs Seafire 47

RECCABSURDITY

No. 3



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INDEX TO VOLUME I (New Series)

GENERAL

- Aircraft for the Navy (Article), 33
 Aircraft in the News, 14, 26
 Air Forces of the Red Army (Article), 8
 Army and the Air The (Article), 52
 Austers and A.O.P's (Article), 57, 58
- Bradford, L. E. (Article by), 104
 Brett, W. J., Flt.-Lieut. (Article by), 44, 45
 Britain Made Them (Centre Spread), 66, 67
- Cottee, Sgt. H. B. (Article by), 68, 69
- Dove Gen (Article), 82, 83
- Embry, A.V-M., Sir Basil E. K.B.E., C.B., D.S.O.,
 D.F.C., A.F.C. (Foreword), 3
- Flying Boats (Article), 20
 Forewarned is Forearmed, *Illus.*, 74
 Foreword by A.V-M. Sir Basil E. Embry, K.B.E., C.B.
 D.S.O., D.F.C., A.F.C., 3
 Foreword by Lt.-Gen. O. M. Lund, C.B., D.S.O., 51
 Foreword by Rear-Admiral G. N. Oliver, C.B., D.S.O., 27
 Foreword by A. M. Sir James M. Robb K.B.E., C.B.,
 D.S.O., D.F.C., A.F.C., 75
- Ice-o-Thermal Recognition, *Cartoon*, 72
 Inspired Development (Article), 44, 45
 In the Air *Illus.*, 50
- Jet Propulsion, Principles of (Article), 128
- Lund, Lt.-Gen. O. M. C.B., D.S.O. (Foreword), 51
- Moore-Heppleston, Derek (Article by), 116, 117
 Mark Numbering System of the R.A.F. (Article on), 104
 Meteor Moods, *Illus.*, 102, 103
- Nurflügel and Schwanzlos (Flying-wing and Tailless),
 (Article), 65
- Old but Obvious, *Illustrated test*, 70
 Oliver, Rear-Admiral G. N., C.B., D.S.O. (Foreword
 by), 27
 On Your Marks (Article), 104
- Per Hawker Ad Astra (Article), 116, 117
 Photographic Angles, 11, 21, 81, 107
 Principles of Jet Propulsion (Article), 128
 Prototypes, *Illus.*, 38
- Readers Own Contributions, *Illus.*, 75
 Reccabsurdities, 120, 132, 141
 Return of the Vikings, *Illus.*, 101
 Robb, Sir James M., K.B.E., C.B., D.S.O., D.F.C.,
 A.F.C. (Foreword), 75
 Royal Observer Corps, The (Article), 76, 77
- Sargeant C. E., Flt.-Lieut. (Articles), 28, 57, 82, 83
 Seasonable Schnapps, *Illus.*, 62
 Services Wrendered (Appreciation), 111
 Silly-grafs, 35, 59
 Sizer, John A. (Articles), 33, 65
 South Pole Region, Aircraft Operating in, para., 99
 Star Spangled Projects, *Illus.*, 112, 113
 Short Selection (Centre Spread), 126, 127
- U.S.A.A.F. Designations (Article), 68, 69
 U.S. Activities, *Illus.*, 17
- Variety, an Ever-Changing Programme. 2
- Wren, E. A. (Appreciation), 111

AIRCRAFT

A

- A-7 (Russian Glider), *Illus.*, 22, 32, 83
 A-26, Invader, *Illus.*, 71, 106; para., 63
 Ace, *Illus.*, 83
 AD-1, Skyraider, *Illus.*, 69, 126; para., 39, 87
 Aerocar, *Illus.*, 74
 Aerovan, *Illus.*, 2, 10, 35, 56, 59, 95, 119
 Airhorse, see W.10
 Airspeed Ambassador, see Ambassador
 Airspeed Ayrshire, see Ayrshire
 Airspeed Consul, see Consul
 Airspeed Horsa, see Horsa
 Airspeed Oxford, see Oxford
 Albemarle, *Illus.*, 47
 Ambassador (Silh.), 12; *Illus.*, 74
 Anson *Illus.*, 66, 94, 125
 ANT-44, *Illus.*, 69
 Argus, *Illus.*, 125, 136
 Aristo-craft, *Illus.*, 135; para., 135
 Armstrong Whitworth Albemarle, see Albemarle
 Armstrong Whitworth AW52G, see AW52G
 Armstrong Whitworth Brabazon IIB, see AW55
 Armstrong Whitworth 4-jet Project., para., 99
 Armstrong Whitworth Whitley, see Whitley
 Arsenal VB-10; (Silh.), 12
 Arsenal VG-70, see VG-70
 Attacker, see E10/44
 Auster I, 57
 Auster II, 57
 Auster III, *Illus.*, 22, 57
 Auster IV, *Illus.*, 57, 80, 86
 Auster V, *Illus.*, 23, 57, 59, 83
 Auster VI, *Illus.*, 38, 56, 57, 95, 108, 122; (with floats) 131
 Auster Autocrat, see Autocrat
 Autocrat, *Illus.*, 29, 58, 59, 71, 77, 95, 111, 122
 Auster J-4, *Illus.*, 111
 Avenger, TBF, see TBF
 Avro XIX, *Illus.*, 14, 22, 59, 122; para., 63, 89, 95.
 Avro XXII, para., 15
 Avro Anson, see Anson
 Avro Lancastrian, see Lancastrian
 Avro Lancaster, see Lancaster
 Avro Lincoln, see Lincoln
 Avro Tudor II, see Tudor
 Avro York, see York
 AW52-G, *Illus.*, 65, 95
 AW55, *Illus.*, 58, 71; para., 39
 AW52, *Illus.*, 90; (Silh.) 108
 Ayrshire, *Illus.*, 55; para 39

B

- B-17, *Illus.*, 9, 40, 77, 119, 136
- B-25 Mitchell, *Illus.*, 22, 40, 105
 B-29 Superfortress, *Illus.*, 4, 9, 10, 35, 47, 64, 71, 77, 86,
 131; para., 63
 B-32, *Illus.*, 136
 B-36, see XB-36
 B-50 Superfortress, *Illus.*, 59, 119; para., 63; (Silh.) 84
 Barracuda V, *Illus.*, 35, 75
 Bearcat, F8F, see F8F
 Beaufighter X, *Illus.*, 4, 10, 16, 22, 40, 47, 64, 66, 71,
 119, 125
 Beaufort, para., 111
 Beebee, para., 39
 Beechcraft C-45 Expeditor, see C-45
 Beechcraft UC-43 Traveller, see UC-43
 Belfair, para., 63; *Illus.*, 94
 Bell P-63 Kingcobra, see P-63
 Bell XS-1, see XS-1
 Bell XS-4, see XS-4
 Bellatrix, see S.O.30R
 Blackburn Firebrand IV, see Firebrand IV
 Black Widow, P-61, see P-61
 Blenheim, *Illus.*, 66
 Bloch 161 Languedoc (Silh.), 24; *Illus.*, 35
 Boeing B-17, see B-17
 Boeing B-29 Superfortress, see B-29
 Boeing B-50 Superfortress, see B-50
 Boeing C-97 Stratofreighter, see C-97
 Boeing C-97 Stratocruiser, see C-97
 Boeing L15A, see L15A
 Boeing XF8B-1, see XF8B-1
 Boeing XB-44 Superfortress, see XB-44
 Boulton Paul P.108, see P.108
 Brabazon V, see Marathon
 Brigand, *Illus.*, 9, 21, 29, 35, 46, 56, 64, 73, 77, 80, 86, 95,
 100, 110, 114, 115, 119, 136, 137; (Silh.) 108
 Bristol Beaufighter, see Beaufighter
 Bristol Beaufort, see Beaufort
 Bristol Blenheim, see Blenheim
 Bristol Brigand, see Brigand
 Bristol Freighter and Wayfarer, see Freighter and
 Wayfarer
 Bristol Buckmaster, see Buckmaster
 Bristol 167 (Silh.), 36
 Bristol 170, see Freighter and Wayfarer
 Bristol 171, see Hafner-Bristol
 Buckmaster, *Illus.*, 53, 71, 86, 95, 122

C

- C-45, *Illus.*, 47, 64, 125
 C-46, *Illus.*, 9, 22, 40
 C-54, *Illus.*, 4, 9, 10, 22, 29, 32, 40, 94, 106, 119; para.,
 87
 C-74, *Illus.*, 17, 47, 68
 C-82, *Illus.*, 9, 46, 47, 48, 53, 59, 100; para., 87
 C-87, *Illus.*, 119
 C-97, *Illus.*, 10, 53, 83, 92, 98, 108, 119, 134; para., 87,
 99, 135; (Silh.) 60
 CG-4A, *Illus.*, 9, 52, 59
 Catalina PBN, see PBN
 Caudron Goeland, see Goeland
 Chance Vought XF4U-3 Corsair, see XF4U-3
 Chance Vought XF5U-1, "Skimmer," see XF5U-1
 Chance Vought XF6U-1 Pirate, see XF6U-1
 Chipmunk, *Illus.*, 14, 29, 71, 90, 94, 105, 131, 136;
 para., 123; (Silh.) 132
 Chrislea Ace, see Ace
 Cierva W.9 (Helicopter), see W.9
 Cierva W.10 Airhorse (helicopter), see W.10
 Commando, C-46, see C-46
 Concordia, *Illus.*, 74
 Consolidated B-32, see B-32
 Consolidated C-87 Liberator, see C-87
 Consolidated Vultee L-13, see L-13
 Consolidated Liberator C.VIII, see Liberator
 Consolidated PB4Y-2 Privateer, see PB4Y-2
 Consolidated PBN Catalina, see PBN and PB
 Consolidated RY-3, see RY-3
 Consolidated XB-36, see XB-36
 Consolidated XB-46, see XB-46
 Constellation, *Illus.*, 10, 16, 21, 80, 91
 Constitution, *Illus.*, 47, 91, 105, 137
 Consul, *Illus.*, 50, 53, 64, 83, 95
 Cornell, see PT19A
 Corsair, see F4U-3
 Courlis (Curlew) S.U.C. 10, see S.U.C. 10
 Cub Coupe, Piper, *Illus.*, 59, 64, 136
 Cunliffe Owen Concordia, see Concordia
 Curtiss Commando, see C-46
 Curtiss F15C-1, see F15C-1
 Curtiss SB2C, Helldiver, see SB2C
 Curtiss SOC Seagull, see SOC
 Curtiss SC-1 Seahawk, see SC-1
 Curtiss XBT2C-1, see XBT2C-1
 Curtiss XP-87, see XP-87
 Curtiss XC-99, see XC-99

D

D-558, see Skystreak
 DC-3 Dakota, *Illus.*, 16, 22, 40, 52, 54, 59, 71, 86 ;
 105, 106, 115, 119, 124, 125, 131, 136 ;
 para., 99
 DC-4 Skymaster, see C-54
 DC-4M, *Illus.*, 42, 90, 131
 DC-6, *Illus.*, 17 ; para., 87
 Dakota, see DC-3
 De Havilland D.H.86B, *Illus.*, 59
 De Havilland D.H. 108, Swallow, see Swallow
 De Havilland D.H.C. 1, Chipmunk, see Chipmunk
 De Havilland Dominie, see Dominie
 De Havilland Dove, see Dove
 De Havilland Hornet, see Hornet
 De Havilland Hornet Moth, see Hornet Moth
 De Havilland Mosquito, see Mosquito
 De Havilland Rapide, see Rapide
 De Havilland Sea Hornet, see Sea Hornet
 De Havilland Sea Mosquito, see Sea Mosquito
 De Havilland Sea Vampire, see Sea Vampire
 De Havilland T.K.2, see T.K.2
 De Havilland Tiger Moth, see Tiger Moth
 De Havilland Vampire, see Vampire
 Desford, *Illus.*, 26, 29, 46, 77, 95, 105, 119
 Dominie, *Illus.*, 47, 77, 105
 Dove, *Illus.*, 21, 29, 32, 35, 40, 46, 47, 53, 56, 95, 100,
 136 (Article), 82, 83 ; (Silh.) 36 ; para., 123
 Douglas A-26 Invader, see A-26
 Douglas AD-1 Skyraider, see AD-1
 Douglas C-47, see DC-3
 Douglas C-54 Skymaster, see C-54
 Douglas C-74, Globemaster, see C-74
 Douglas D-558, Skystreak, see Skystreak
 Douglas DC-3, Dakota, see DC-3
 Douglas DC-4, see C-54
 Douglas DC-4M, see DC-4M
 Douglas DC-6, see DC-6
 Douglas XB-42, Mixmaster, see XB-42
 Douglas XB-43, see XB-43
 Douglas Cloudster, para., 99

E

E10/44, *Illus.*, 39, 50, 53, 61, 64, 71, 83, 86, 94, 95 ;
 para., 39, 135
 Edo XOSE-1, see XOSE
 Ercoupe, *Illus.*, 105
 Expedito, C-45, see C-45

F

F4U-3, *Illus.*, 26, 87
 F7F, Tiger-cat, *Illus.*, 10, 40, 46, 59
 F7F-3N, *Illus.*, 10, 40, 46, 59, 133, 136 ; para., 134
 F7F-4N, para., 87
 F8F, Bearcat, *Illus.*, 9, 10, 16, 47 ; para., 87
 F-12 Rainbow, *Illus.*, 17, 35, 47 ; para., 99
 F-15 Reporter, *Illus.*, 17, 83, 131 ; para., 87 ; (Silh.) 120
 F-15C-1, *Illus.*, 17
 F-25 (Fokker), *Illus.*, 94
 FB-1 (helicopter), *Illus.*, 74
 FD-1 Phantom, *Illus.*, 69, 72, 86, 94
 Fi 156, Storch, *Illus.*, 105, 122 ; para., 63
 FP-80A, para., 87
 FR-1 Fireball, *Illus.*, 2, 9, 29, 35, 46, 47, 53, 71, 94, 125
 Fairchild, PT-19A Cornell, see PT-19A
 Fairchild, XNQ-1, see XNQ
 Fairchild Argus, see Argus
 Fairey Barracuda, see Barracuda
 Fairey Firefly I, see Firefly
 Fairey Firefly IV, see Firefly
 Fairey FB-1 (helicopter), *Illus.*, 74
 Fairey Spearfish, see Spearfish
 Fairey Swordfish, see Swordfish
 Falkirk, see Halton
 Fieseler Fi 156, Storch, see Fi 156
 Firebrand IV, *Illus.*, 2, 4, 10, 22, 29, 31, 34, 35, 40,
 71, 88, 100, 105, 125 ; para., 63 ; (Silh.) 96
 Firebrand V, *Illus.*, 53, 56, 64, 95
 Firefly (2-seater) Trainer, *Illus.*, 56, 71 ; (Silh.) 72
 Firefly I, *Illus.*, 32, 34, 50, 66, 71, 75, 95, 100, 123, 131,
 136
 Firefly IV, *Illus.*, 13, 29, 31, 32, 35, 40, 53, 56, 60, 89
 95, 100, 107 ; (Silh.) 12
 Flying Wing, see XB-35
 Fortress, see B-17
 Freighter, para., 99
 Fury, *Illus.*, 26, 38, 53, 72, 95, 117 ; (Silh.) 48
 Fury "Baghdad," para., 99

G

GA60, *Illus.*, 74 ; para., 39 ; (Silh.) 108
 Gemini, *Illus.*, 24, 56, 64, 80, 95 ; para., 87 ; (Silh.) 60

General Aircraft Hamilcar, see Hamilcar
 General Aircraft Hotspur, see Hotspur
 General Aircraft Monospar, see Monospar
 General Aircraft Universal, see GA60
 Globemaster, C-74, see C-74
 Globe Swift, see Swift
 Gloster Meteor, see Meteor
 Goeland, *Illus.*, 47, 94
 Grumman F7F Tiger-cat, see F7F
 Grumman F8F Bearcat, see F8F
 Grumman Mallard, see Mallard
 Grumman TBF, see TBF
 Gull VI, *Illus.*, 95

H

Hadrian, see under CG-4A
 Hafner-Bristol, 171 ; para., 135
 Halton, *Illus.*, 14, 26, 95
 Halifax, *Illus.*, 4, 29, 35, 46, 49, 52, 53, 59, 66, 94, 100,
 105, 125, 137 ; para., 63, 123
 Hampden, *Illus.*, 67
 Hamilcar, *Illus.*, 38, 52, 53, 55, 59, 66, 95, 125
 Handley Page Halifax, see Halifax
 Handley Page Halton, see Halton
 Handley Page Hampden, see Hampden
 Handley Page Hastings/Hermes, see Hastings/Hermes
 Handley Page Manx, *Illus.*, 65
 Harvard II, *Illus.*, 23, 64, 77, 86, 100, 110, 122, 136
 Hastings/Hermes, para., 15, 21, 23, 35, 135 ; (Silh.) 48 ;
Illus., 53, 54, 55, 71, 83, 80, 89, 94, 95, 106, 131, 136
 Hawker Fury, see Fury
 Hawker Hurricane, see Hurricane
 Hawker Sea Fury X, see Sea Fury
 Hawker Tempest, see Tempest
 Hawker Typhoon, see Typhoon
 Helldiver, see SB2C
 Heston A.O.P., *Illus.*, 53, 59
 Hermes IV, (Silh.) 96
 Hornet, *Illus.*, 1, 10, 22, 46, 53, 59, 63, 71, 77, 86, 94,
 95, 105, 119 ; (Article) 29/30 ; para., 123
 Hornet Moth, *Illus.*, 80
 Hotspur, *Illus.*, 22
 Horsa, *Illus.*, 4, 22, 46, 52, 54, 55, 59, 67, 94, 105
 Hoverfly, *Illus.*, 63, 136, 137
 Hudson III, *Illus.*, 23
 Hurricane, *Illus.*, 66, 116
 Hurricane (2-seater), *Illus.*, 83, 93
 Hythe, *Illus.*, 50, 125, 126, 135, 136 ; para., 63, 135

I

IL-2, *Illus.*, 4, 10, 22, 119 ; para., 39 ; *Illus.*, 94
 IL-4, *Illus.*, 9, 16, 29, 64, 105, 136
 IL-12, *Illus.*, 58, 93, 106 ; para., 39 ; (Silh.) 120
 Invader A-26, see A-26

J

J21R, para., 135
 JRM Mars see JRM
 Junkers Ju52, see Ju52
 Junkers Ju188, see Ju188
 Junkers Ju290, see Ju290
 Ju52, *Illus.*, 16, 47, 71, 94, 105, 122, 125
 Ju188, *Illus.*, 136
 Ju290, *Illus.*, 136, 137

K

KZ III (Danish), *Illus.*, 94 ; para., 63, 87
 KZ IV (Danish), para., 87
 Kingcobra P-63, see P-63
 Kirby Kite, *Illus.*, 95
 Kirby Tutor, *Illus.*, 95
 Kranich (Glider), *Illus.*, 35

L

L-5, Sentinel, *Illus.*, 22
 L-13, *Illus.*, 92
 L-15A, *Illus.*, 134 ; para., 135
 LA-5, *Illus.*, 4, 21, 35, 46, 53, 59, 71, 86, 119, 122 ;
 para., 39
 LA-7, *Illus.*, 131
 LAGG-3, *Illus.*, 100

II

Lancaster, *Illus.*, 32, 35, 40, 67, 71, 77, 80, 94, 95, 100,
 105, 106, 110, 118, 119, 122
 Lancastrian, *Illus.*, 10, 47, 71, 86, 95, 105, 122, 125, 136
 Lancastrian (Nene), *Illus.*, 32, 53, 62, 64, 95, 110 ;
 para., 15
 Landbee, para., 39
 Languedoc, see Bloch 161
 Liberator C.VII, *Illus.*, 16, 77, 131
 Liberator C-87, see C-87
 Liberator RY-3, see RY-3
 Lincoln, *Illus.*, 4, 9, 11, 16, 23, 29, 53, 56, 59, 64, 78,
 79, 80, 88, 95, 99, 106, 110, 122, 137
 Lockheed 10, *Illus.*, 47, 59
 Lockheed P2V, Neptune, see P2V
 Lockheed P-38, Lightning, *Illus.*, 22
 Lockheed P-80, see P-80 and FP-80
 Lockheed Constellation, see Constellation
 Lockheed Constitution, see Constitution
 Lockheed Hudson, see Hudson
 Lockheed Lodestar, see Lodestar
 Lockheed Saturn, see Saturn
 Luscombe Silvaire, see Silvaire

M

M.37 Martinet, see Martinet
 M-60 Marathon, see Marathon
 MB-5, Martin Baker, *Illus.*, 29
 Me108, para., 63
 Magister, *Illus.*, 59, 64
 Mallard, para., 87
 Manx, *Illus.*, 65
 Marathon I, *Illus.*, 14, 29, 35, 53, 77, 83, 95, 106
 Marathon II, *Illus.*, 88
 Martin 202, *Illus.*, 131
 Martin 303, *Illus.*, 92
 Martin JRM Mars, see JRM
 Martin PBM-3 Mariner, see PBM
 Martin XBTM-1 Mauler, see XBTM
 Martin XB-48, see XB-48
 Martin Baker MB-5, see MB-5
 Martinet, *Illus.*, 83, 95 ; para., 15
 Master III, *Illus.*, 23, 66
 Mauler, see XBTM-1
 Me262, *Illus.*, 136, 137
 Merganser, *Illus.*, 74
 Messenger, *Illus.*, 9, 59, 62, 71, 83, 95, 105
 Messerschmitt Me108, see Me108
 Messerschmitt Me262, see Me262
 Meteor, *Illus.*, 2, 18, 22, 32, 35, 46, 50, 53, 56, 62, 64,
 67, 71, 77, 83, 80, 86, 89, 95, 106, 122, 125, 137 ;
 para., 99 ; (Silh.) 48
 Miles M.28, *Illus.*, 90
 Miles M.37 Martinet, see Martinet
 Miles M.60 Marathon, see Marathon
 Miles Aerovan, see Aerovan
 Miles Gemini, see Gemini
 Miles Magister, see Magister
 Miles Master, see Master
 Miles Messenger, see Messenger
 Miles Monarch, see Monarch
 Miles Monitor, see Monitor
 Mitchell III, see B-25
 Mixmaster, see XB-42
 Monarch, *Illus.*, 86
 Monitor, *Illus.*, 29, 30, 38, 59, 94, 106
 Monospar, *Illus.*, 87
 Mraz M1C Sokol, see Sokol
 Mosquito (Mk. unidentified), *Illus.*, 58, 71, 87, 95, 119 ;
 para 123
 Mosquito B.VI, *Illus.*, 137
 Mosquito F.VI, *Illus.*, 67, 71, 77, 122
 Mosquito N.F.30, *Illus.*, 46
 Mosquito P.R.XVI, *Illus.*, 23, 32, 40 ; (Silh.) 12
 Mosquito P.R.34, 4, 9, 10, 56, 59, 83, 94, 95, 100, 106,
 119 ; (Silh.) 96
 N.C. 3021 (French), *Illus.*, 2
 Navion, *Illus.*, 51, 91, 107
 Neptune, P2V, see P2V
 Noorduyn Norseman, see Norseman
 Nord 1601 (French), para., 87
 Norseman, *Illus.*, 46 ; para., 99
 North American P-51 Mustang, see P-51
 North American P-82 Twin Mustang, see P-82
 North American XFJ-1, see XFJ
 North American Harvard, see Harvard
 North American Mitchell, see B-25
 North American Navion, see Navion
 Northrop F-15 Reporter, see F-15
 Northrop P-61 Black Widow, see P-61
 Northrop XB-35, see XB-35
 Northrop XB-49, see XB-49
 North American XSN2J-1, see XSN2J-1

O

Oxford, *Illus.*, 23, 66, 77, 83, 94 (Turkish), 100, 105, 119; para., 63

P

P-38 Lightning, *Illus.*, 22
 P-47N, *Illus.*, 4, 9, 16, 22, 46, 59, 136
 P-51, *Illus.*, 4, 10, 16, 22, 35, 59, 131, 136, 137
 P-61 Black Widow, *Illus.*, 119, 137
 P-63 Kingcobra, *Illus.*, 22, 94, 105, 136
 P-80, *Illus.*, 10, 11, 23, 40, 46, 47, 53, 110, 119, 136, 137, 138, 139; para., 87, 123, 135
 P-82, *Illus.*, 82; (Silh.), 132
 P-108 (Boulton Paul), *Illus.*, 50, 83; para., 39
 P2V Neptune, *Illus.*, 9, 51, 64, 71
 PBM-3 Mariner, *Illus.*, 4, 10; para., 87
 PBM-5 Mariner, *Illus.*, 110, 119, 125, 136; para., 59
 PBN Catalina, *Illus.*, 16
 PBY-5 Catalina, *Illus.*, 77, 125
 PB4Y-2, *Illus.*, 110
 PE-2, *Illus.*, 8, 10, 22, 29, 35, 40, 47, 53, 80
 PE-3, *Illus.*, 23, 32; para., 39
 PE-8, *Illus.*, 10, 35, 40
 PO-2 (Russian), para., 39
 PT19A Cornell, *Illus.*, 29
 Packet C-82, see C-82
 Percival Gull, see Gull
 Percival Merganser, see Merganser
 Percival P.50, Prince, para., 123
 Percival Prentice, see Prentice
 Percival Proctor, see Proctor
 Percival Q6, see Q6
 Phantom, FD-1, see FD-1
 Piasecki PV3, *Illus.*, 2
 Piper Cub Coupe, see Cub
 Portsmouth Aviation Aerocar, see Aerocar
 Pirate, XF6U-1, see XF6U-1
 Prentice, *Illus.*, 26, 29, 32, 40, 46, 56, 71, 77, 95
 Proctor, *Illus.*, 46, 47, 71, 80, 90, 95, 105, 136
 Privateer PB4Y-2, see PB4Y-2
 Promotor, see F.25

Q

Q6, *Illus.*, 136

R

R5D (helicopter), para., 87
 RY-3, *Illus.*, 4, 11, 110, 119
 Rainbow see F-12
 Rapide, para., 87
 Reid and Sigrist Desford, see Desford
 Reporter F-15, see F-15
 Republic F-12, see F-12
 Republic P-47N, see P-47
 Republic XP-84, see XP-84
 Republic Beebee, see Beebee
 Republic Landbee, see Landbee
 Republic Seatee, see Seabee
 Republic Twinbee, see Twinbee
 Ryan FR-1 Fireball, see FR-1 Fireball
 Ryan XF2R-1 Super Fireball, see XF2R-1

S

S.14/44, *Illus.*, 74
 S.51 (helicopter), *Illus.*, 92; para., 99
 SAAB-90 Scandia, *Illus.*, 94
 SAAB-91 Safir, *Illus.*, 94
 SB-2, *Illus.*, 86
 SB2C Helldiver, *Illus.*, 68, 94, 131
 SC-1 Seahawk, *Illus.*, 68, 94
 S.C.A.N. 20, *Illus.*, 46
 S.E.C.A.N. S.U.C. 10, see S.U.C.10
 SG VI (helicopter), para., 87
 Si 204, para., 63
 S.O.30R Bellatrix, *Illus.*, 35, 69, 105; (Silh.), 84
 S.O. 93, *Illus.*, 22
 S.O. 6000 (Silh.), 36
 SOC Seagull, para., 99
 SR/AI, *Illus.*, 74; para., 15, 63
 SR/45, *Illus.*, 74
 S.U.C.10, *Illus.*, 93
 Safir, see SAAB-91

Saro SR/AI, see SR/AI
 Saro, SR/45, see SR/45
 Saunders Roe, see Saro
 Sandringham, *Illus.*, 9, 40, 46, 47, 64, 119, 122, 127; para., 63, 135
 Saturn, *Illus.*, 47, 71
 Scandia, see SAAB-90
 Seabee, *Illus.*, 2, 46, 137
 Seafang, *Illus.*, 31, 33, 38, 53, 72, 90, 95, 119
 Seafire XV, *Illus.*, 71
 Seafire 46, *Illus.*, 31, 35, 137
 Seafire 47, *Illus.*, 33, 38, 95, 97, 125, 131, 136, 137, 140, 141
 Seaford, *Illus.*, 14, 32, 38, 83, 89, 110, 127
 Sea Fury, *Illus.*, 9, 10, 11, 14, 30, 32, 33, 35, 38, 77, 80, 88, 95, 100, 110, 117, 119, 121, 125; para., 99, 111
 Seahawk, SC-1, see SC-1
 Sealand, *Illus.*, 74, 106; (Silh.), 72
 Sea Hornet, (Article), *Illus.*, 3-view, 28, 29; *Illus.*, 30, 35, 56, 95, 123, 132, 134; para., 99, 123, 135
 Sea Mosquito, *Illus.*, 35, 39; para., 123
 Sea Otter, *Illus.*, 16, 30, 32, 35, 119
 Sea Vampire, *Illus.*, 31, 34, 35, 95, 100
 Sentinel, see L-5
 Shetland, *Illus.*, 9, 119, 127, 136
 Shooting Star, see P-80
 Short "C" class, *Illus.*, 126
 Short "G" class, *Illus.*, 126
 Short Hythe, see Hythe
 Short Sandringham, see Sandringham
 Short Seaford, see Seaford
 Short Sealand, see Sealand
 Short Shetland, see Shetland
 Short Solent, see Solent
 Short Sturgeon, see Sturgeon
 Short Stirling, see Stirling
 Short Sunderland, see Sunderland
 Siebel Si 204, see Si 204
 Sikorsky R5D (helicopter), see R5D
 Sikorsky S.51, see S.51
 Sikorsky Hoverfly, see Hoverfly
 Silvaire, *Illus.*, 91
 Skimmer, see XF5U-1
 Skymaster, see C-54
 Skyraider, see AD-1
 Skystreak, *Illus.*, 113, 136; para., 111
 Skytrain, see DC-3
 Sokol, *Illus.*, 92
 Solent, *Illus.*, 94, 127; para., 63; (Silh.), 24
 Spearfish, *Illus.*, 10, 29, 30, 35, 71, 77, 95, 110; para., 63; (Silh.), 12
 Spitfire, *Illus.*, 9, 16, 32, 71, 94, 106, 110, 119
 Spitfire (Mk. unidentified), 80
 Spitfire (2-seater), *Illus.*, 58, 71, 88, 95, 107, 136; (Silh.), 72
 Spitfire V, *Illus.*, 67
 Spitfire IX, *Illus.*, 105, 136; para., 135
 Spitfire 21, *Illus.*, 94
 Spitfire 22, *Illus.*, 4, 10, 15, 23, 46, 106, 119
 Spitfire 24, *Illus.*, 26
 Storch, see FI 156
 Stratocruiser, see C-97
 Stratofreighter, see C-97
 Superfortress, see B-29, XB-44 or B-50
 Super Fireball, see F2R-1
 Swallow, *Illus.*, 14, 46, 47, 56, 95
 Swift, *Illus.*, 47
 Swordfish, *Illus.*, 66
 Sunderland, *Illus.*, 4, 16, 67, 100, 106, 122, 125, 126, 127, 134; para., 63, 135; (Silh.), 60
 Supermarine S14/44, see S14/44

T

Taylorcraft, BC120, *Illus.*, 62
 TBF Avenger, *Illus.*, 16, 47, 110, 119
 Tempest II, *Illus.*, 4, 9, 16, 22, 71, 116, 122
 Tempest V, *Illus.*, 52, 63, 67, 71, 77, 116, 119, 122, 131, 136
 Tempest VI, *Illus.*, 23, 35, 80, 95, 100, 105, 106, 122, 131, 137
 Thunderbolt, see P-47
 Thunderjet, see XP-84
 Tiger-Cat F7F, see F7F
 Tiger Moth, *Illus.*, 35, 66, 77, 110, 119
 Topsy Belfair, see Belfair
 T.K.-2, *Illus.*, 95
 Traveller, see UC-43
 T.U.-2, *Illus.*, 8, 10, 93, 125; para., 39, 56; (Silh.), 84
 Tudor I, *Illus.*, 22, 89, 95, 106; para., 39, 87, 123
 Tudor II, *Illus.*, 10, 24, 32, 47, 59, 89, 97, 105, 106, 119; 122, 131; para., 111, 123
 Tudor III para., 123
 Tudor IV, para., 123
 Tudor V, para., 123
 Tudor VI, para., 123
 Tudor VII, para., 123
 Tudor VIII, para., 123
 Twinbee, para., 39
 Twin Mustang, see P-82
 Typhoon, *Illus.*, 66, 116

U

UC-43 Traveller, *Illus.*, 83
 U.S.A.A.F. Materiel Command Jet Project, para., 99
 Universal, see G.A.60

V

V.C. II, *Illus.*, 88 para., 15
 VG-70, *Illus.*, 93
 Vampire I, *Illus.*, 6, 9, 16, 22, 25, 29, 50, 53, 56, 62, 77, 88, 94, 95, 107, 119, 131, 134, 136, 137; para., 123, 135
 Vampire II, *Illus.*, 141
 Vengeance, *Illus.*, 83
 Vickers Armstrongs E10/44, see E10/44
 Vickers Armstrongs Seafang, see Seafang
 Vickers Armstrongs Seafire, see Seafire
 Vickers Armstrongs Spitfire, see Spitfire
 Vickers Armstrongs Spitfire, see Spitfire
 Vickers Armstrongs V.C.I Viking, see Viking
 Vickers Armstrongs V.C.II Viking, see V.C.II
 Vickers Armstrongs Wellington, see Wellington
 Vickers Armstrongs Walrus, see Walrus
 Vickers Armstrongs Warwick, see Warwick
 Viking, *Illus.*, 9, 10, 11, 22, 29, 35, 42, 43, 53, 54, 55, 56, 59, 71, 77, 83, 86, 94, 101, 105, 106, 109, 119, 131, 136; para., 99;
 Vultee Vengeance, see Vengeance

W

W.9, *Illus.*, 75, 77, 95
 W.10, *Illus.*, 84
 Waco Aristocraft, see Aristocraft
 Waco CG-4A, see CG-4A
 Walrus, *Illus.*, 83; para., 111
 Warwick (Sabre), *Illus.*, 95
 Warwick III, *Illus.*, 35, 56, 106
 Warwick V, *Illus.*, 95
 Wayfarer, *Illus.*, 14, 22, 29, 32, 46, 47, 53, 56, 62, 83, 80, 90, 95, 106, 125
 Wellington, *Illus.*, 23, 66, 100, 105, 119, 125
 Welkin II, *Illus.*, 95
 Westland Welkin, see Welkin
 Westland Wyvern, see Wyvern
 Whitley, *Illus.*, 67
 Winged Target, *Illus.*, 96
 Wyvern, para., 135

X

XBT2C-1, *Illus.*, 92, 112
 XBTM-1, *Illus.*, 17; (Silh.), 24
 YB-35, *Illus.*, 17, 60, 65, 86, 136
 XB-36, *Illus.*, 71, 84, 85, 86, 94, 110, 113, 120, 125, 131, 136; (Silh.), 132
 XB-42, *Illus.*, 39
 XB-43, *Illus.*, 47
 XB-44, *Illus.*, 47; para., 63
 XB-45, *Illus.*, 134; para., 135
 XB-46, *Illus.*, 113; para., 111
 XB-48, para., 39
 XB-49, *Illus.*, 134, para., 39, 135
 XC-99, *Illus.*, 112; para., 111
 XF2R-1, *Illus.*, 113; para., 99
 XF4U-3, see F4U
 XF5U-1, *Illus.*, 87
 XF6U-1, *Illus.*, 131, 134, 137; para., 135
 XF8B-1, *Illus.*, 84, 106
 XFJ-1, *Illus.*, 91
 XNQ-1, *Illus.*, 110; para., 87
 XOSE-1, *Illus.*, 100
 XP-79, para., 15
 XP84, *Illus.*, 17, 91, 112; (Silh.), 120; para., 87
 XP-87, para., 111; *Illus.*, 112
 XS-1, *Illus.*, 91; para., 39
 XS-4, *Illus.*, 87
 XSN2J-1, *Illus.*, 134; para., 135

Y

YAK-3, (Article) 41; *Illus.*, 8, 23, 29, 41, 46, 53; para., 39
 YAK-6, *Illus.*, 46; (Silh.), 12
 YAK-76, *Illus.*, 119
 YAK-9, *Illus.*, 10, 22, 137
 York, *Illus.*, 4, 9, 22, 23, 37, 46, 69, 77, 95, 96, 107, 136