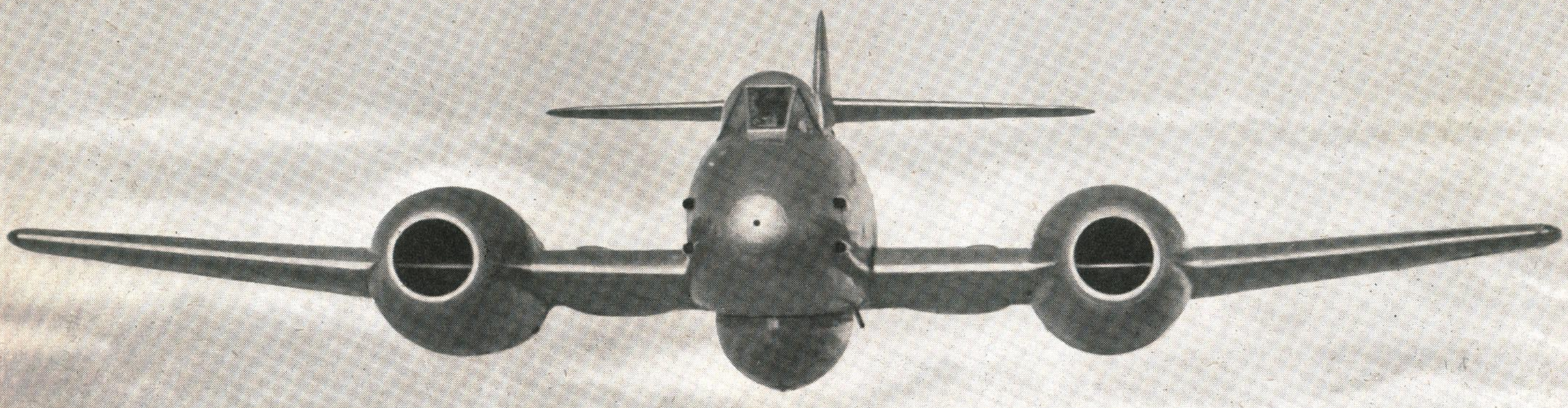
THE INTER SERVICES

AIRCRAFT RECOGNITION

Journal

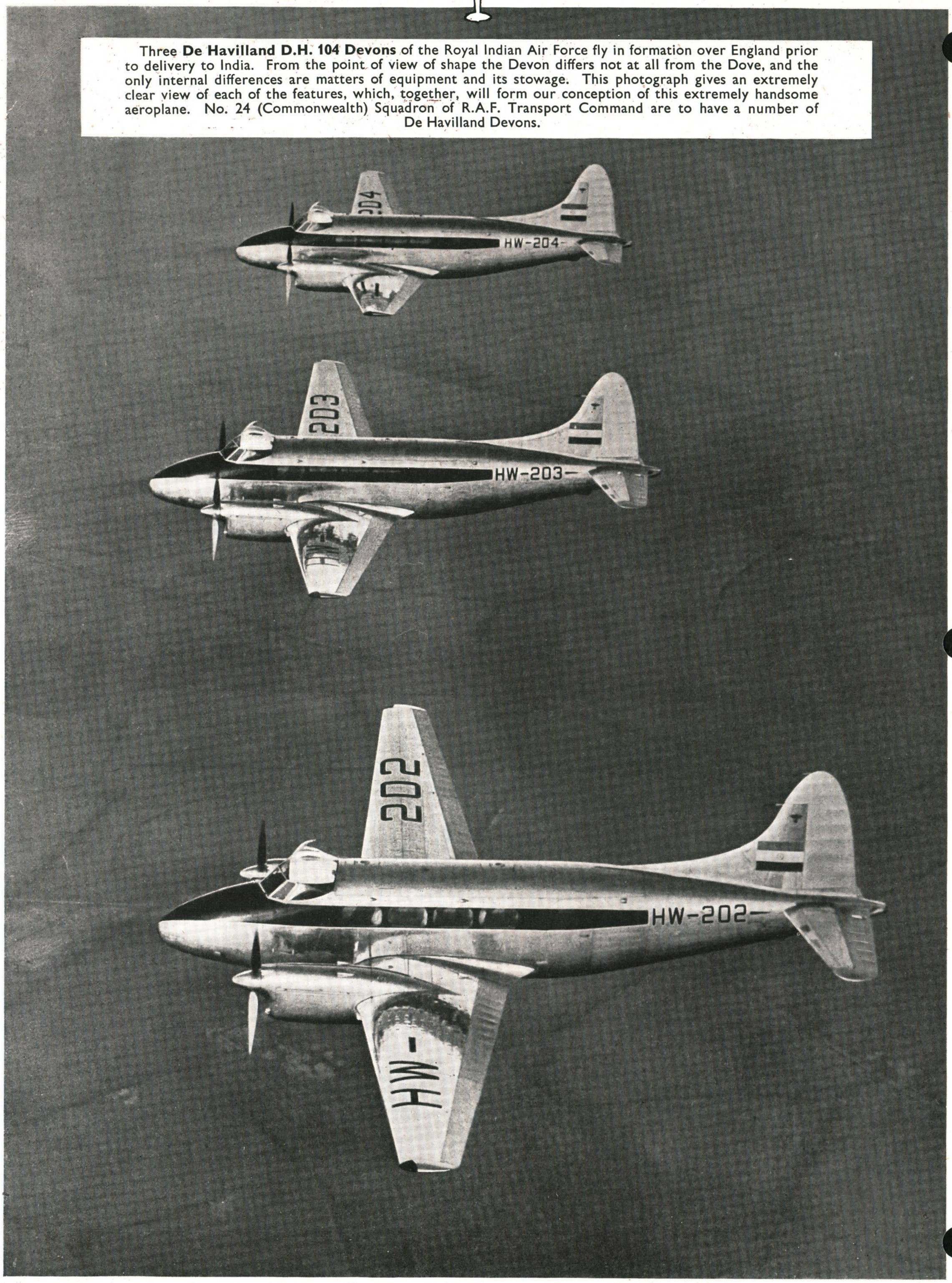


New Series

JUNE 1948

Volume 2. No. 11

Three **De Havilland D.H. 104 Devons** of the Royal Indian Air Force fly in formation over England prior to delivery to India. From the point of view of shape the Devon differs not at all from the Dove, and the only internal differences are matters of equipment and its stowage. This photograph gives an extremely clear view of each of the features, which, together, will form our conception of this extremely handsome aeroplane. No. 24 (Commonwealth) Squadron of R.A.F. Transport Command are to have a number of De Havilland Devons.



DEVON

JUNE 1948 Vol. 2. No. 11

THE INTER SERVICES

AIRCRAFT RECOGNITION JOURNAL
(NEW SERIES)



D.H. Sea Hornet 21

New British Aircraft

THE existence of several new types of British aircraft has recently been revealed by the Air Ministry. There are at least three new developments of the **De Havilland Vampire.** These are the **F.B. Mk. V, the F.B. Mk. VI and the F.B. Mk. 50.** The **Vampire F.B. Mk. V** is a fighter-bomber, as its designation implies. It is generally similar to the **Vampire III** (see centre-spread of this issue) but it has clipped wing-tips. Whilst on the subject of Vampires, the De Havilland Aircraft Company announce that as well as Switzerland and Sweden, this jet-fighter has been ordered by Norway and by Canada. The Vampire is building up a good reputation for operational reliability in arctic and near-arctic climes. As far as is known, all the Vampires mentioned here are powered by the D.H. Goblin turbojet.

Another new British fighter prototype now mentionable is the **Gloster E.1/44 (Rolls-Royce Nene II)).** At one time called the Ace, this name has not been adopted and it is unlikely that the aircraft will go into production for the Royal Air Force.

The **Hawker Sea Fury Mk. XX (Bristol Centaurus XVIII radial)** is a two-seater trainer which will probably be used by the Royal Navy. It will vary very little from the **two-seater Fury** which is being produced by Hawkers for overseas.

There are three new **Fairey Fireflies;** these are:—the **F.R. Mk. V, the N.F. Mk. V** and the **A.S. Mk. V.** They are all powered by **Rolls-Royce Griffon 74** engines.

Airspeeds (recently taken over by the De Havilland Aircraft Company) announce that British European Airways Corporation intend to order at least twenty **Airspeed Ambassadors.** A good ten years of valuable service is foreseen for the Ambassador, which, by reason of its design, is capable of being developed from its present attractive standard of performance to a much higher one as new and different power plants are forthcoming.

It is thought probable, say press reports, that the Australian Government will order a number of **Handley Page Hastings** for the R.A.A.F. transport squadrons. It will be recalled that the **Handley Page Hastings** recently flew from Radlett to Australia for demonstration purposes.

The **Gloster Meteor F. Mk. IV with two Rolls-Royce Derwent V turbojets,** each of 3,500 lbs. static thrust, is thought to be the fastest type of fighter to be in squadron service in any air force anywhere in the world. All Royal Air Force Fighter Command interception squadrons are being re-equipped with them.

The **De Havilland Chipmunk** is to replace the **De Havilland Tiger Moth** as the R.A.F.V.R. primary trainer.

The **Percival Prentice** is in Canada being tried out by the R.C.A.F.

The **Vickers Viking** with two **Rolls-Royce Nene** turbojets flew for the first time on 6th April. In appearance it is very similar to the ordinary Viking but it has long jet nacelles beneath the wings in place of the usual Bristol Hercules radial engines.

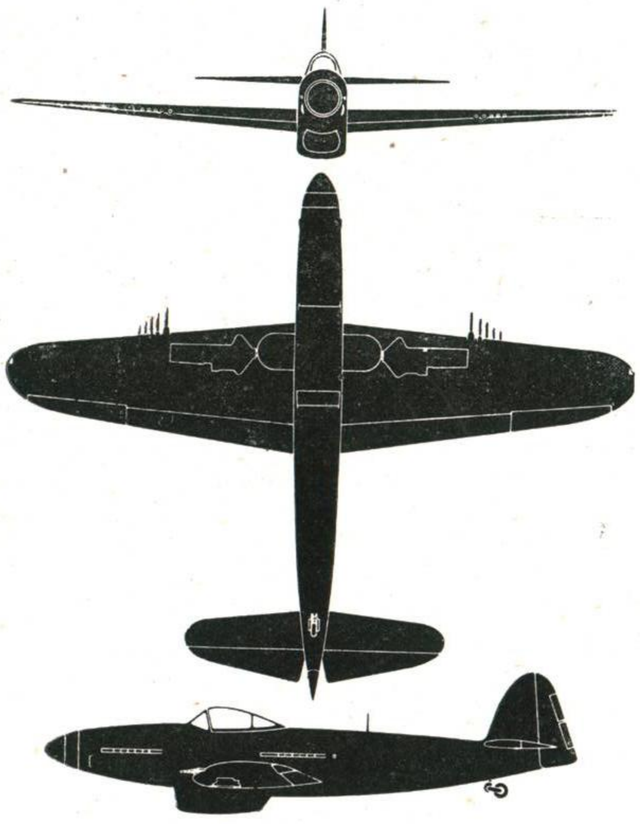
Avro's new jet-powered transport aeroplane, being built in Canada, will have **four Rolls-Royce Derwent V turbojets.**

Orders have been given to **The Bristol Aircraft Company** by the Ministry of Supply for prototypes of a new transport aircraft to be known as the **Bristol 175 M.R.E. (Medium Range Empire).** Pending its arrival in service and also the arrival of the **D.H. 106** Comet (four-jet tail less transatlantic type), B.O.A.C.'s present aircraft are to be supplemented, and, where necessary replaced, by **Short Solents, Avro Tudors** and **Handley Page Hermes** aircraft. On the North Atlantic route **Boeing Stratocruisers** will be used as and when delivered.

The Society of British Aircraft Constructors are to hold their annual exhibition and flying display at Farnborough this year. It will be open from Tuesday, 5th September until end-of-flying on Sunday, 10th September. Two hangars will be devoted to static exhibits ; there will be the usual line-up of aircraft and a flying display will be staged every afternoon except on Friday. This day is set aside for the technical experts to inspect the exhibits. The public will be admitted on Saturday and, possibly, on Sunday afternoons.

L'AVIATION FRANÇAISE

It is three years since France was freed from occupation. The aircraft illustrated below are mostly of pre-war and early wartime design and are consequently powered by piston engines. France's jet-powered designs are still under development. The French have a flair for creations which border upon the bizarre, and it seems to us that this touch is apparent in the aircraft designs shown here. This is no discredit, and from our point of view is very much a help in recognition. It is too early to speak of their qualities, but, with the exception of the Caudron Goeland, which has been some time in service, and has been well tried both by the French and the Germans, all these aircraft are scheduled for production, which means that they have passed through the preliminary flying tests with credit. Remembering the many difficulties, France's nationalized aircraft industry, the Société Nationales de Constructions Aéronautiques (S.N.C.A.) has made good progress in three years.





VB 10

ARSENAL DE L'AÉRONAUTIQUE VB 10

(Photo by James Hay Stevens.)

DUTY : Fighter

MOTORS : Two Hispano-Suiza 12Z in-lines of 1,480 h.p. each (one behind cockpit)

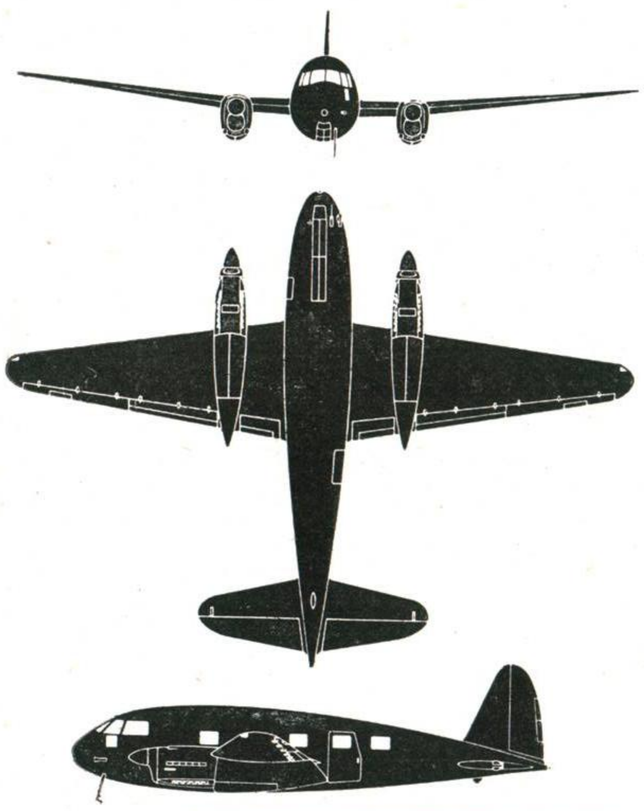
PERFORMANCE : Max. Speed 435 m.p.h. RANGE : 1,600 miles

CREW : One

SPAN : 51 ft. 0 in.

LENGTH : 42 ft. 6 in.

REMARKS : This machine is in production for the French Government





SO 94

S.N.C.A. DE SUD OUEST SO 94

DUTY : Civil Transport

MOTORS : Two Renault 125-00 in-lines of 580 h.p. each

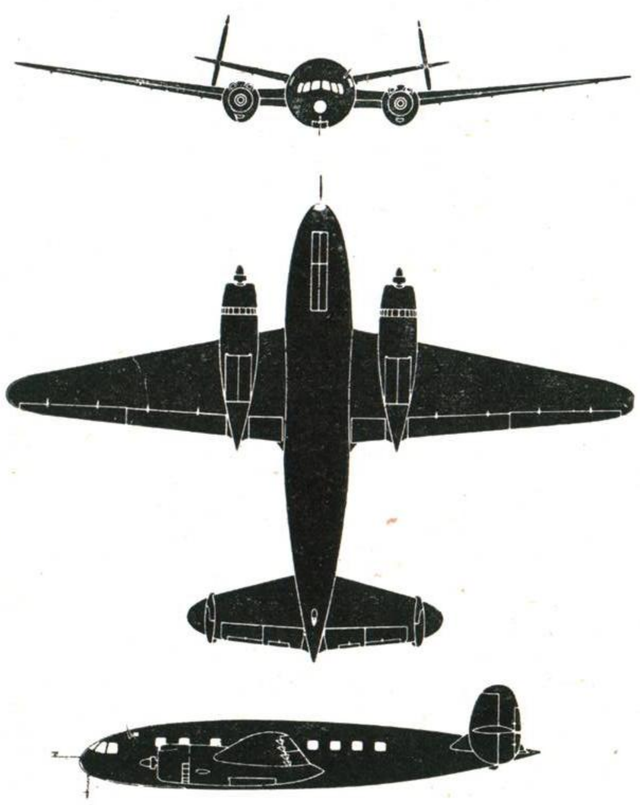
PERFORMANCE : Max. Speed 275 m.p.h. RANGE : 750 miles

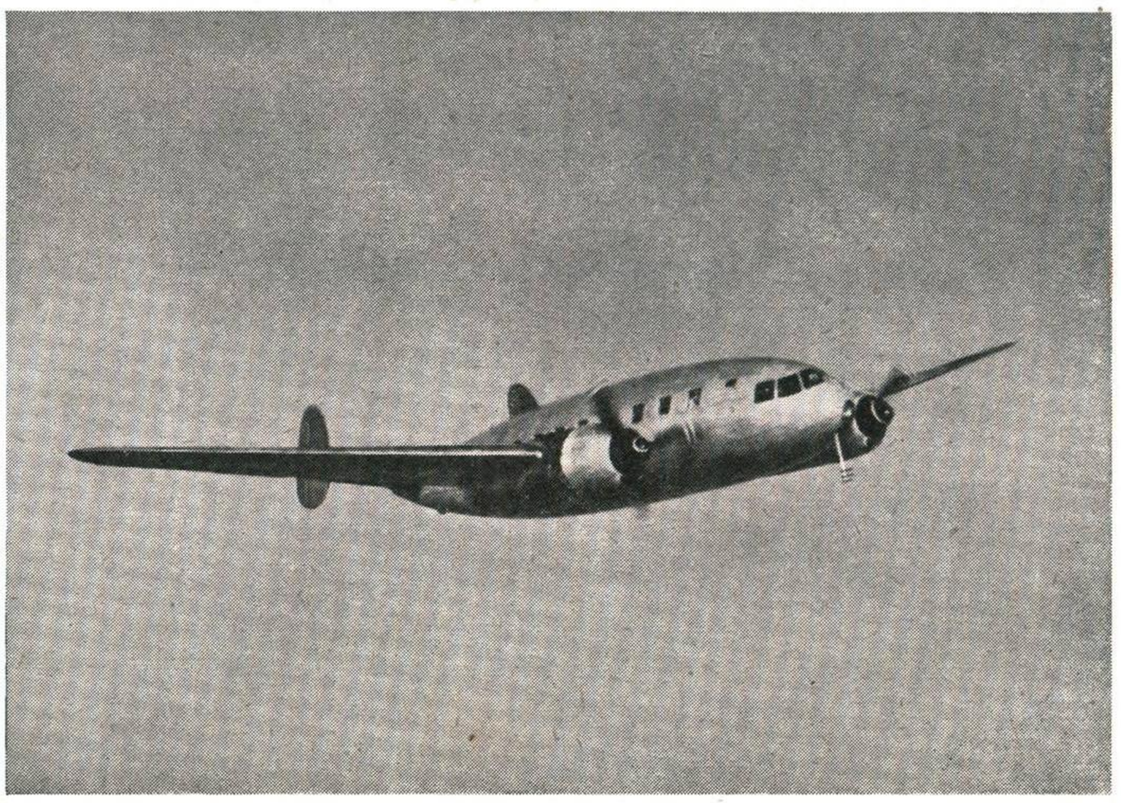
CREW : Two PASSENGERS : Ten

SPAN : 53 ft. 1 in.

LENGTH : 40 ft. 6 in.

REMARKS : Developed from the SO 90 light transport, the SO 94 is now in production





SO 30 R-2

S.N.C.A. DE SUD OUEST SO 30 R-2 BELLATRIX

DUTY : Transport

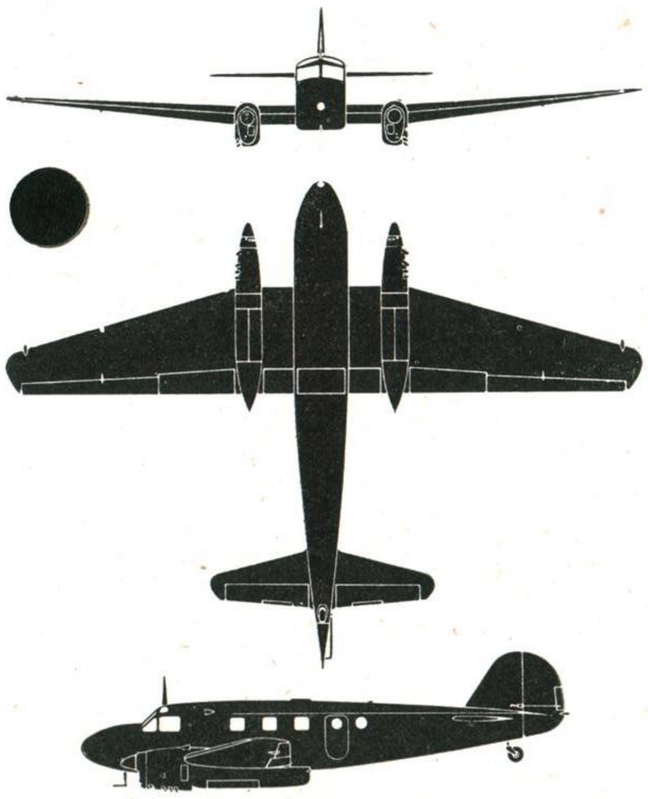
MOTORS : Two Gnome Rhône 14R-33 radials of 1,730 h.p. each

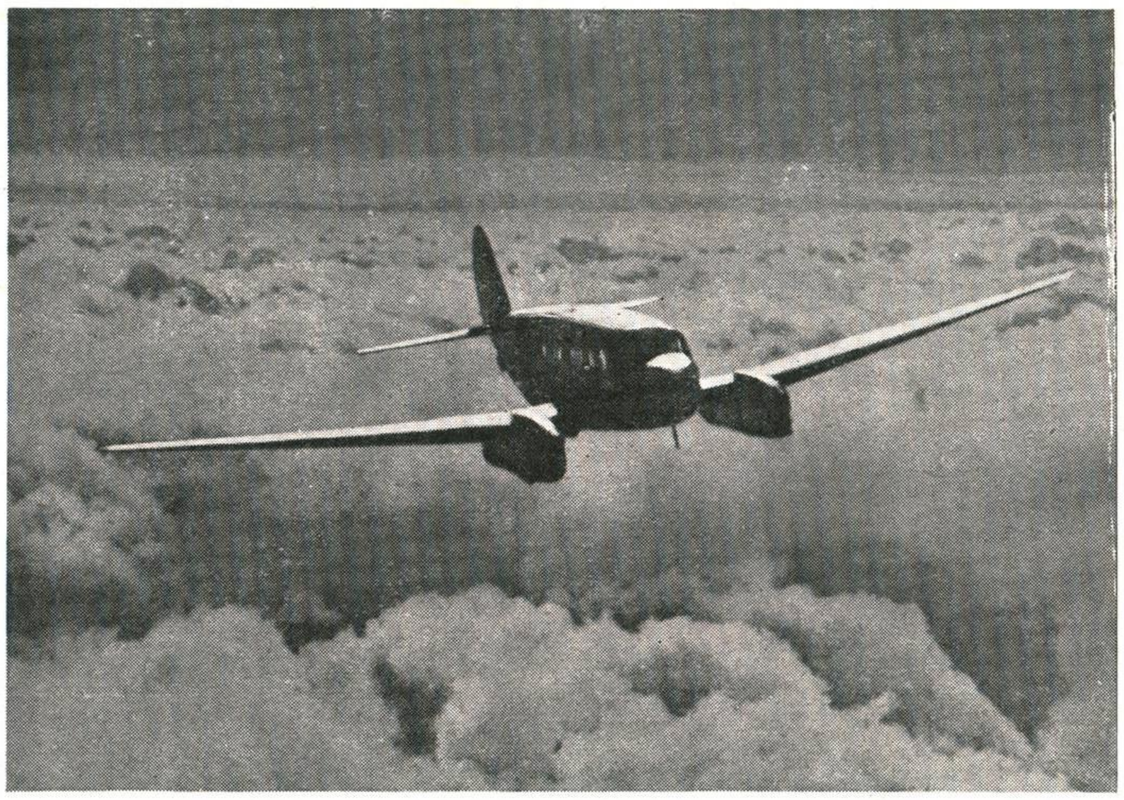
PERFORMANCE : Max. Speed 342 m.p.h. MAX. RANGE : 2,110 miles

CREW : Four. PASSENGERS : Thirty

SPAN : 84 ft. LENGTH : 60 ft. 4 in.

REMARKS : Designed during the war, the SO 30 R-2 is the production model of the SO 30N





CAUDRON GOELAND

DUTY : Civil Transport

MOTORS : Two Renault Bengali—Six in-lines, of 220 h.p. each

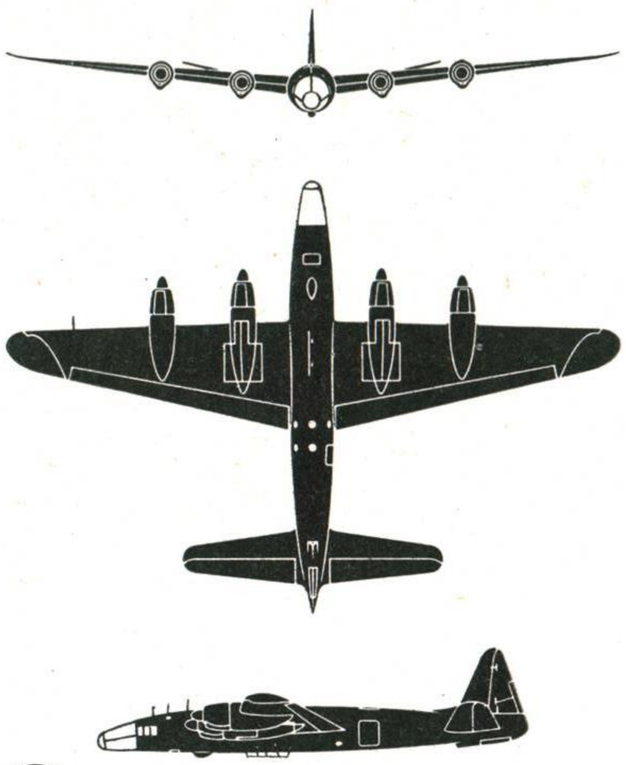
PERFORMANCE : Max. Speed 180 m.p.h. RANGE : 1,242 miles

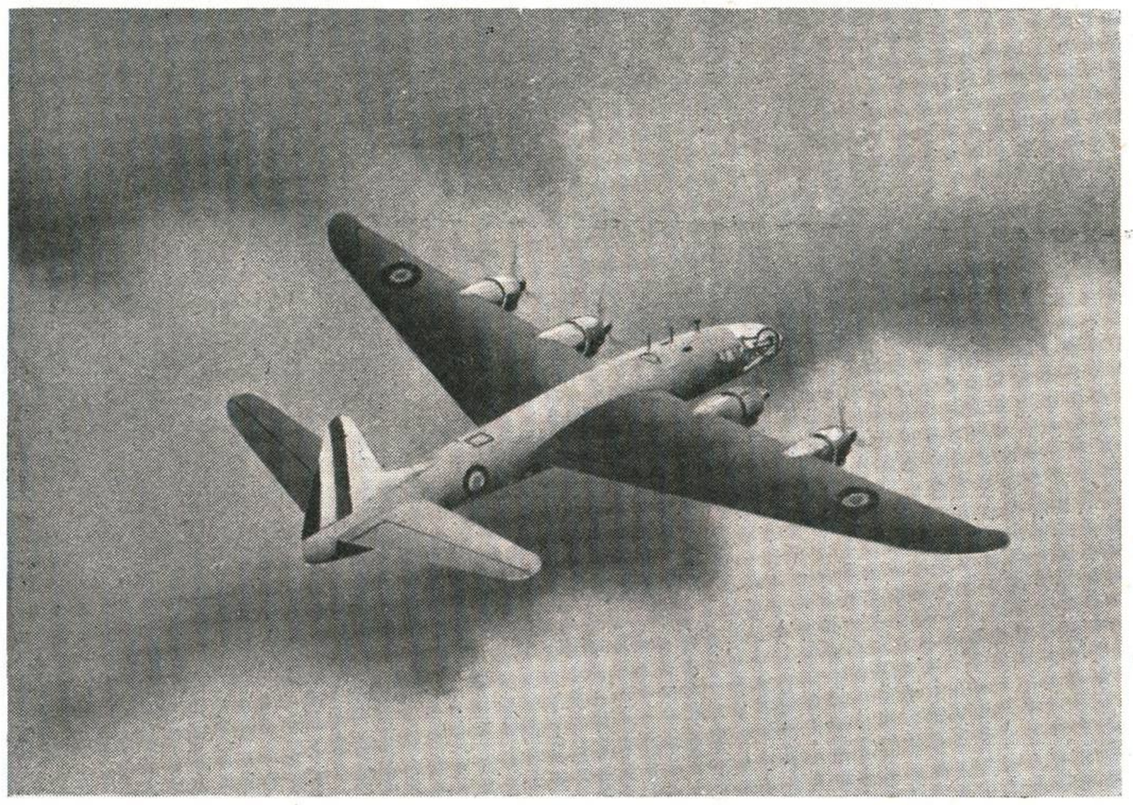
Crew : Two PASSENGERS : Six

SPAN : 57 ft. 9 in.

LENGTH : 43 ft. 7 ins.

REMARKS : Designed and in service in some numbers before the war, the Goeland was used by the Germans for communications work : many are still flying, though production has stopped.





SE 1010

S.N.C.A. DE SUD EST SE 1010

DUTY : Photographic Survey or Transport

MOTORS : Four Gnome Rhône 14R radials of 1,500 h.p. each

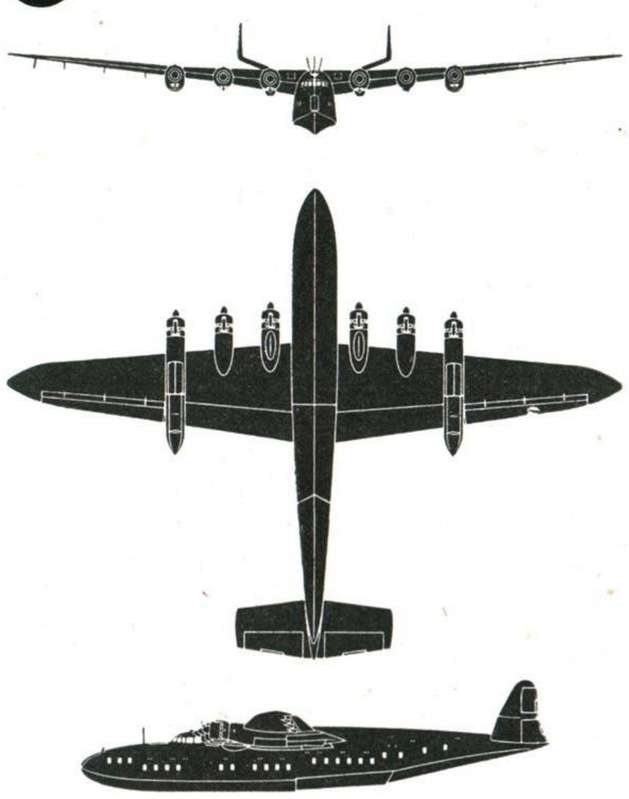
PERFORMANCE : Max. Speed 350 m.p.h. MAX. RANGE : 4,500 miles

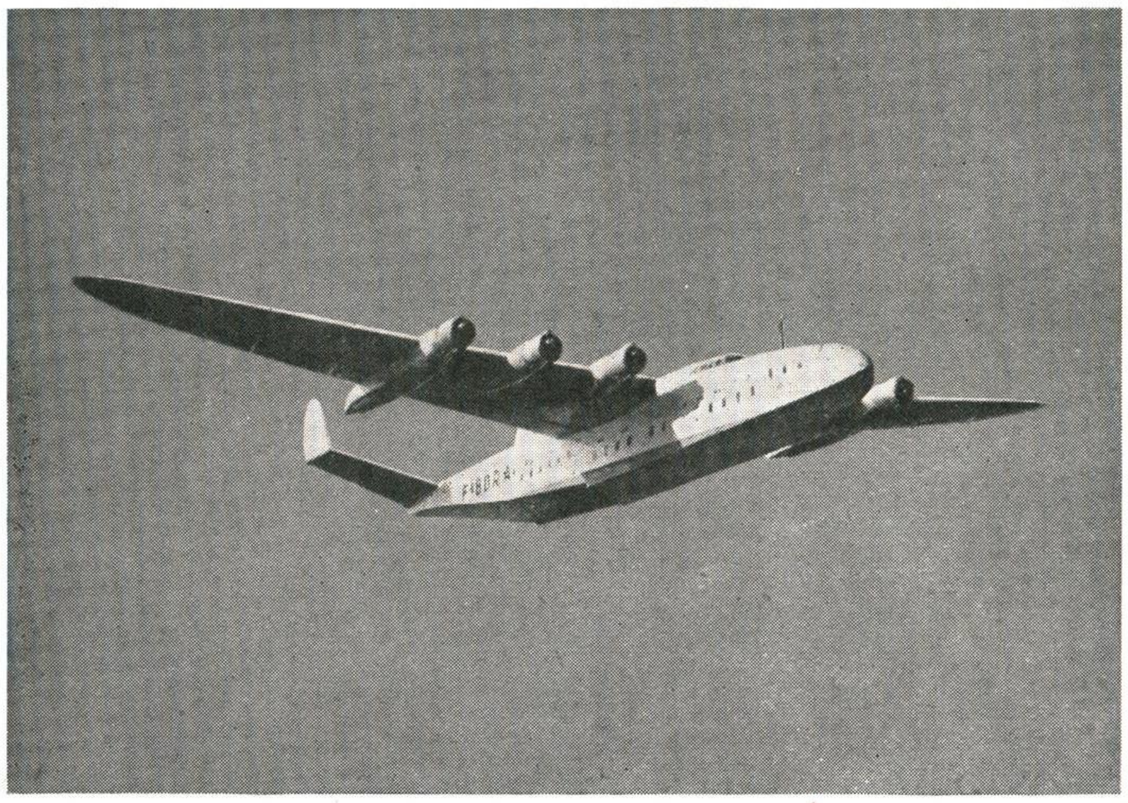
CREW : Four to Six

SPAN : 101 ft. 7 in.

LENGTH : 71 ft. 6 in.

REMARKS : A long-range post-war design : the SE 1010 prototype is now flying





LATÉCOÈRE 631

DUTY : Transport

MOTORS : Six Wright Cyclone R-2600 radials of 1,600 h.p. each

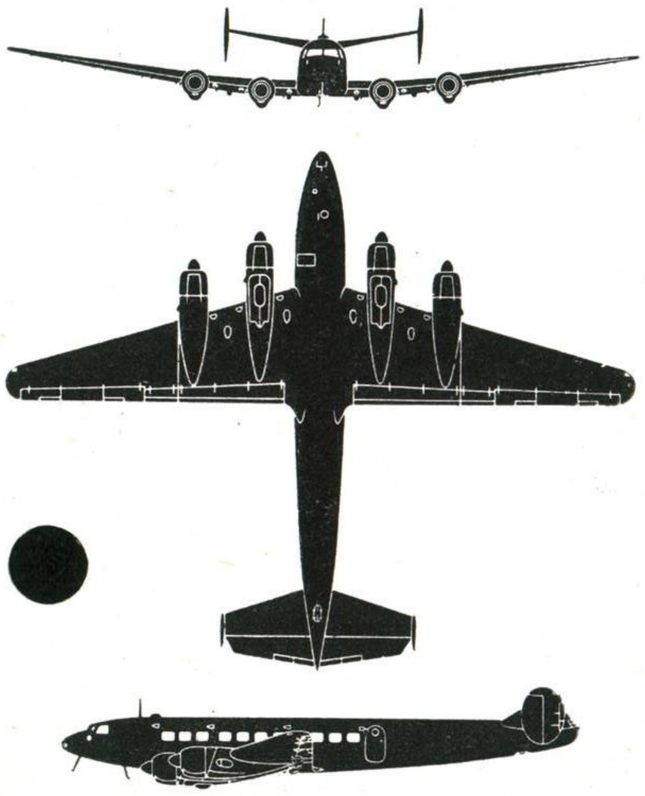
PERFORMANCE : Max Speed 250 m.p.h. RANGE : 3,700 miles

CREW : Eight. PASSENGERS : 45/80

SPAN : 188 ft. 4 in.

LENGTH : 142 ft. 6 in.

REMARKS : A pre-war flying boat design, the Latécoère is now in production : three or four are flying





SE 161

S.N.C.A. DE SUD EST SE 161

DUTY : Transport

MOTORS : Four Gnome Rhône radials 14N-44 of 1,100 h.p. each

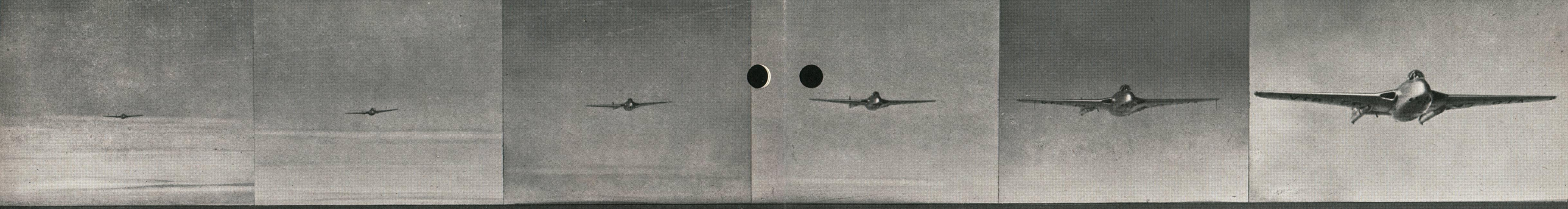
PERFORMANCE : Max Speed 270 m.p.h. RANGE : 600 miles

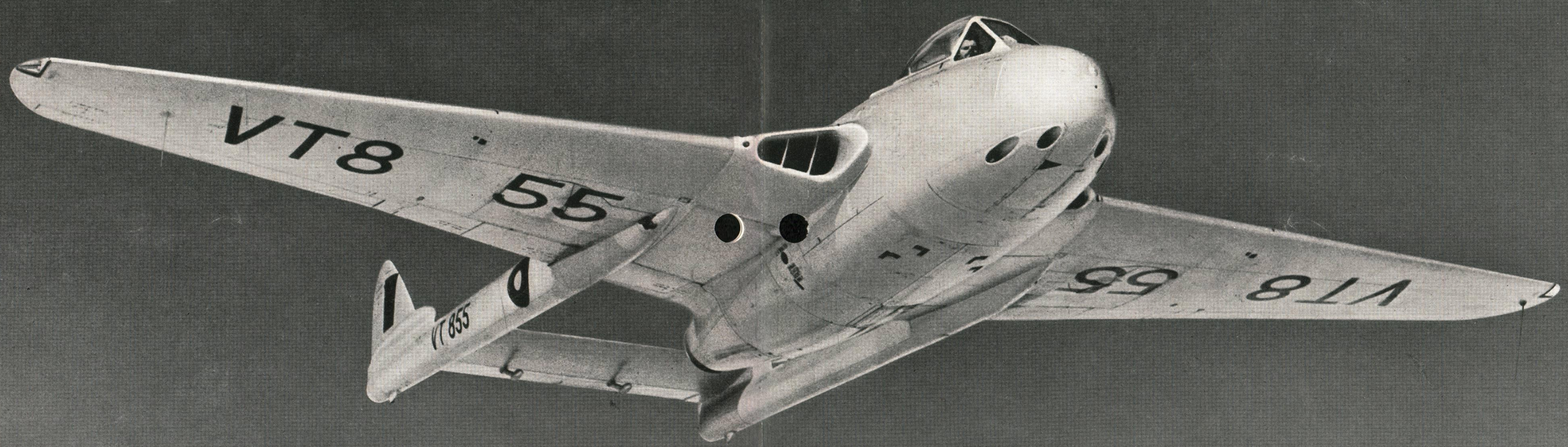
CREW : Four. PASSENGERS : Thirty-three

SPAN : 96ft. 6 in.

LENGTH : 79 ft. 6 in.

REMARKS : The SE 161, originally Bloch 161, a pre-war design, is now in production and is also on regular air line service.

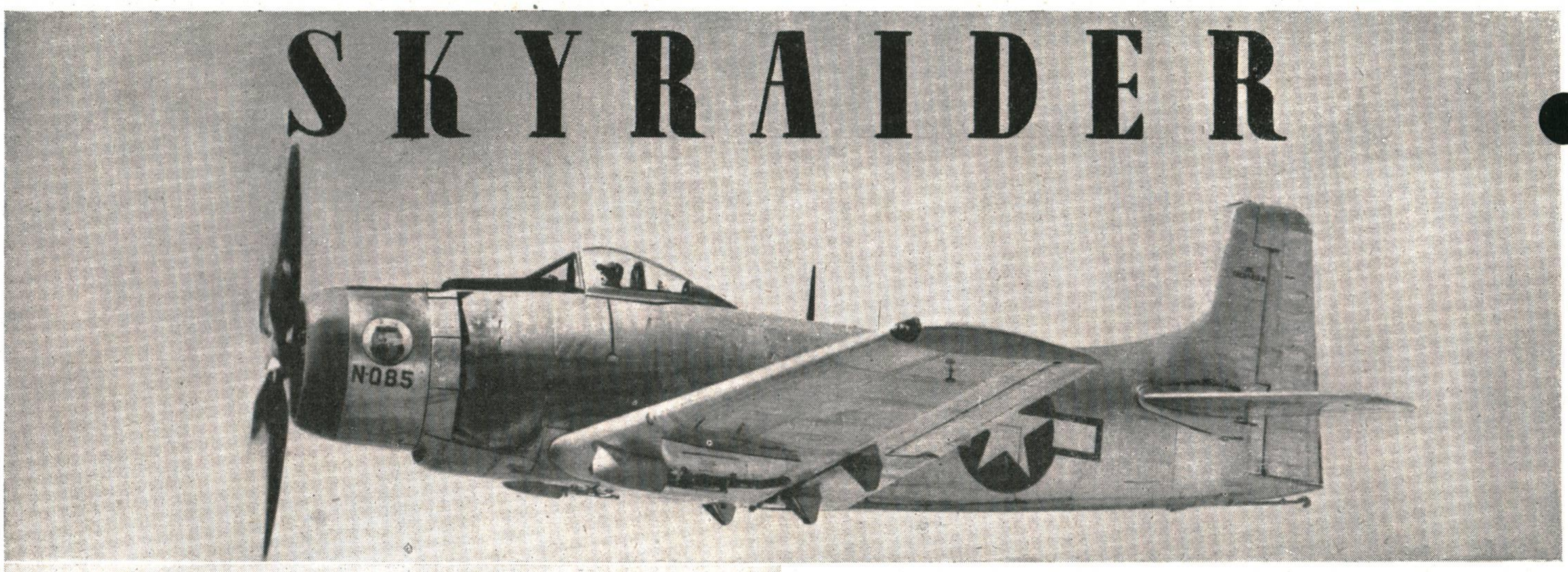


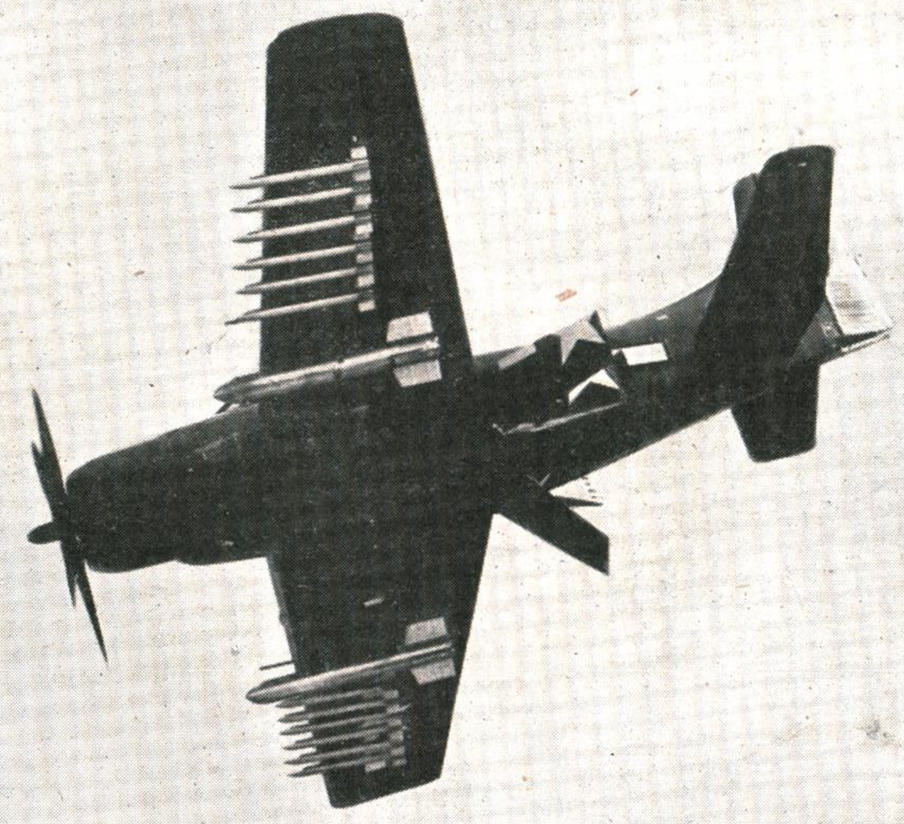


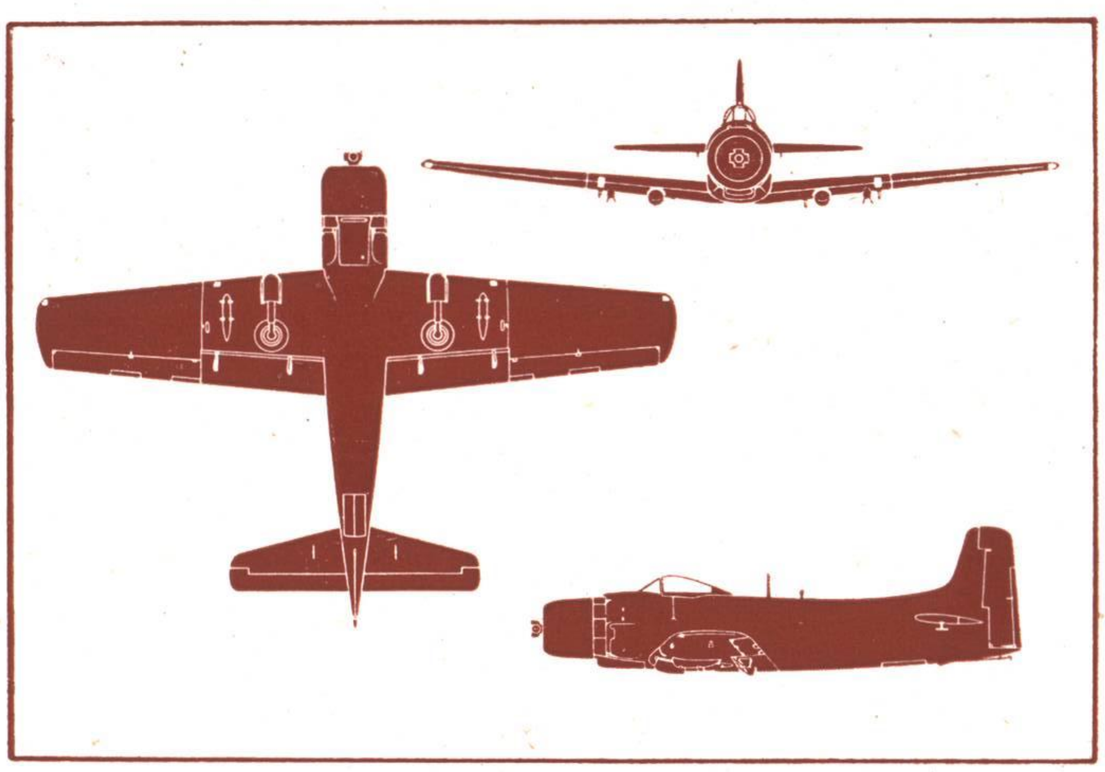
Vampire III . .

THE DE HAVILLAND D.H. 100 *VAMPIRE* (*one D.H. Goblin II turbojet of* 3,000 *lb. s.t.*) *has been steadily developed since* 1943 *when it first flew. Mr. R. E. Bishop's basic design, however, has been changed but little. In point of fact, by reviving the typical D.H. "shark-fin" shape to the fins and rudders the Mk. III more closely resembles the original design than did the Mk. I and II. The twin booms are the most distinguishing feature of the Vampire fighters, but in our sequence shots this feature is not seen until the aeroplane is close in. To the observer who knows his Vampire as a complete aeroplane, and not by its special features alone, the first view (top left) is recognizable as a Vampire. The second view is the one by which its mark number can be determined. (The tail-plane position provides the clue.) In views three and four there is no clue, but the remaining views are clearly of a Vampire Mk. III. The top speed of the Vampire is* 540 *m.p.h. Its wingspan is* 40 *feet. Later versions of the Vampire will have tail-units similar to that of the Mark III, though wing-tips will be clipped.*

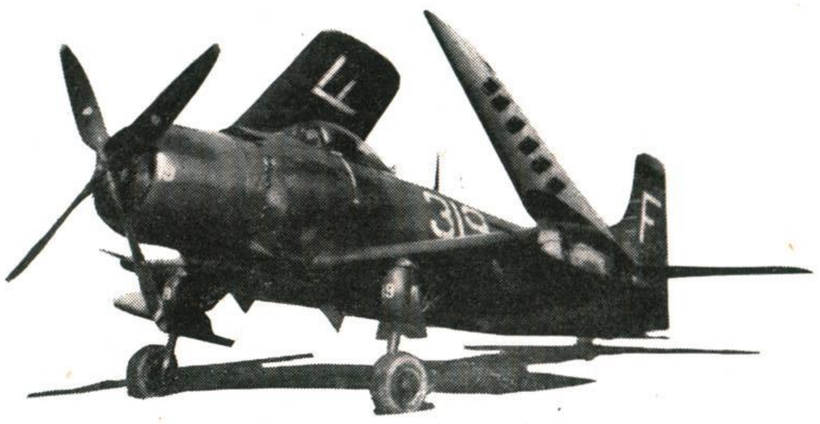
SKYRAIDER











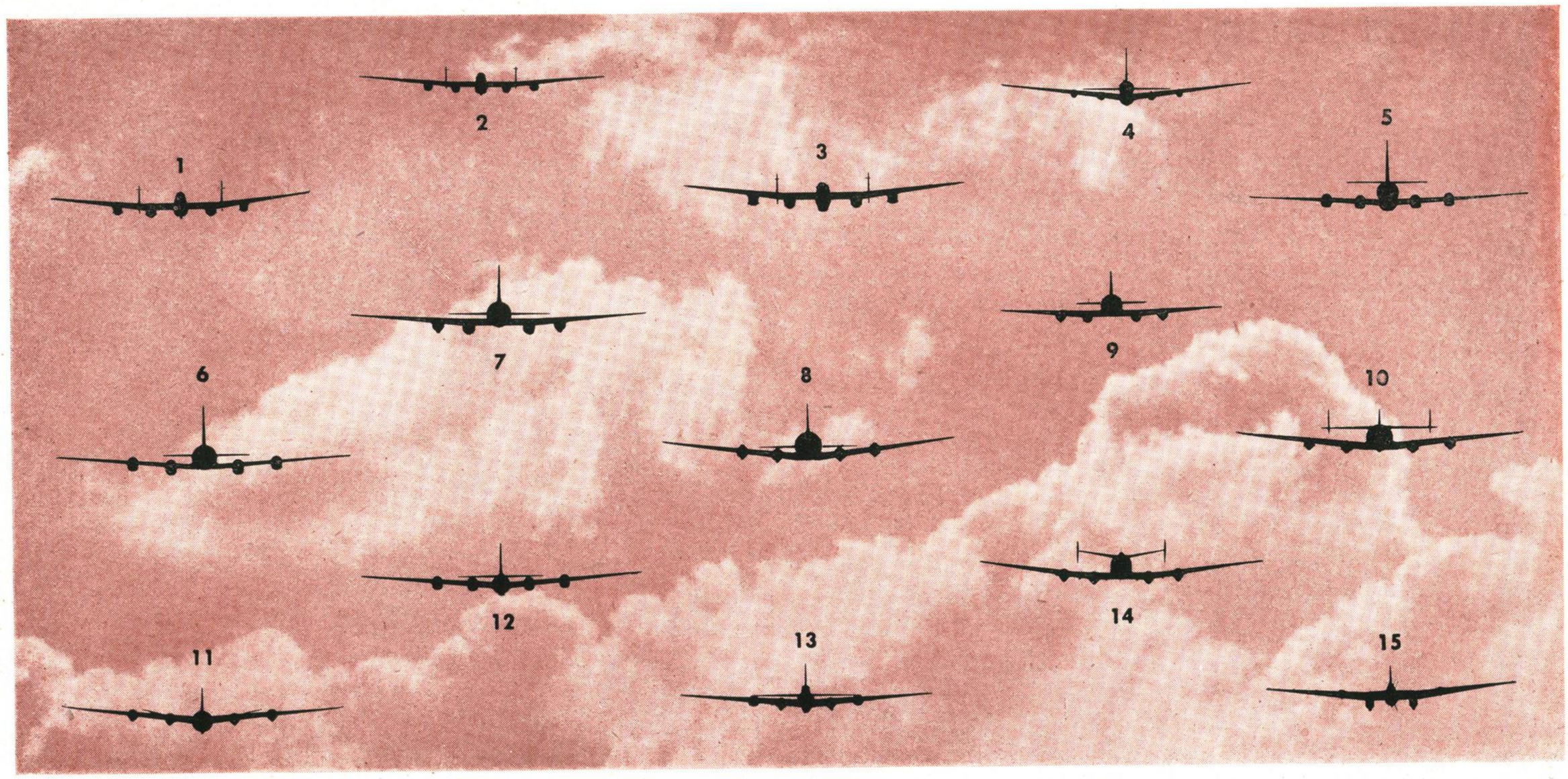
THE **Douglas AD-1 Skyraider** (one Wright R-3350 Cyclone radial) devoid of its war load, is a clean, straightforward, sturdy-looking, though somewhat ugly design. It is a dive-attack and torpedo aircraft. Many, various and ingenious have been the dive-brakes which have adorned dive-bombers in the past, but this one seems to have most of them beaten for neat stowage : they appear, simply, as fuselage side and bottom panels hinged at their forward ends, opening outwards during the dive-attack. This would make the Skyraider easy to recognize during its attack, though doubtless the recipients of its large load of " hate " (see middle picture) might be more interested in other things. The fuselage form is interesting : it is very deep and thickset : it tapers only in plan form and ends in a rather small near-rectangular fin and rudder. The Douglas AD-1 Skyraider is being produced at a rate of about 25 per month for the U.S. Navy. The aircraft accompanying, in the lower picture, if you haven't already got it, is a Grumman Bearcat. (Two lower photos by Harold G. Martin.)

BRISTOL 170



THE **Bristol New Type 170 Freighters and Wayfarers** (Twin Hercules Radials) are distinctive and easy-to-spot ; they have decidedly rugged "characters" and give the impression of strength and reliability. One of our photographs shows a view of the assembly line at Filton, where the different structure shapes are brought together and formed finally into one complete form ; the Churchillian or Bulldog aspect of which is easy to see in the two pictures of the aircraft in flight. Many Freighters and Wayfarers are already flying in various parts of the world and more are to come. Most of those now flying have the squared-off wing-tips ; the "new type" models will have the rounded and extended ones, as shown here. Rounded or squared-off wings will make very little difference to the general appearance of the Bristol 170. It could be said to have a low "confusibility coefficient." Particulars : Wing Span : 108 ft. 0 ins. Length 68 ft. 4 ins.

ALL FOURS (SILLOGRAPHS)



ADVANCED SPOTTING

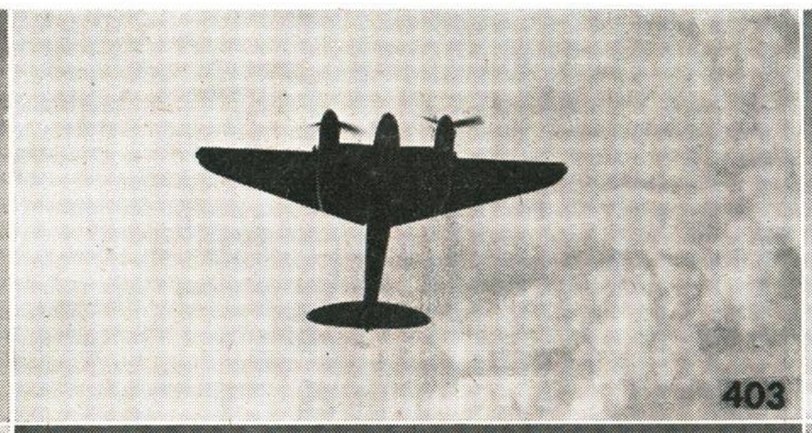
Recognition Test No. 67



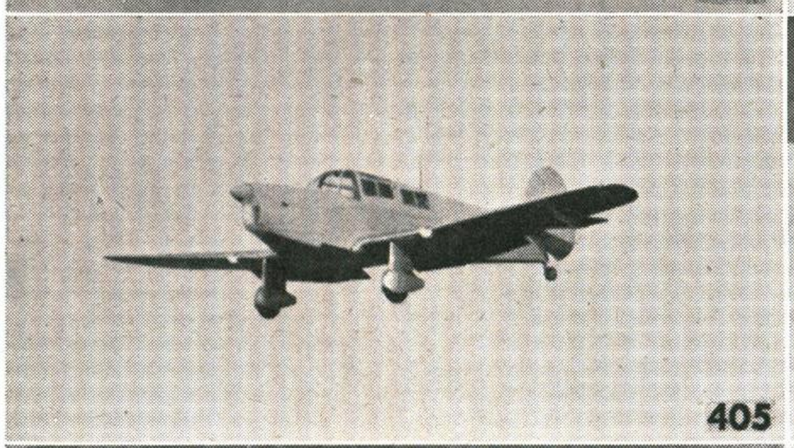
ELEMENTARY SPOTTING

Recognition Test No. 68

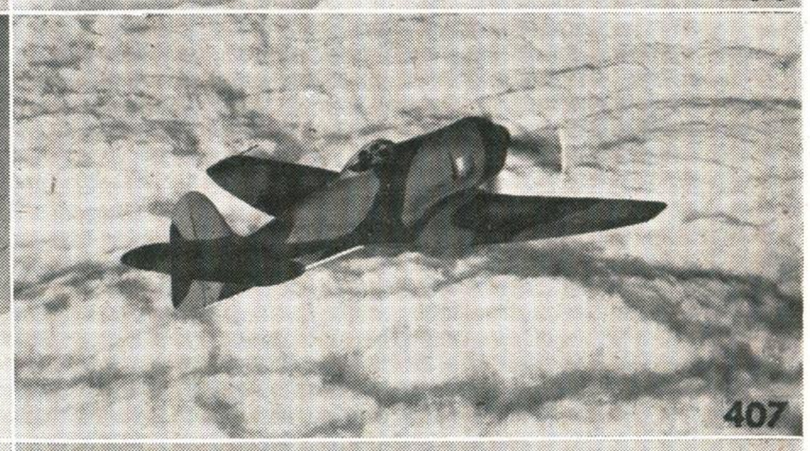

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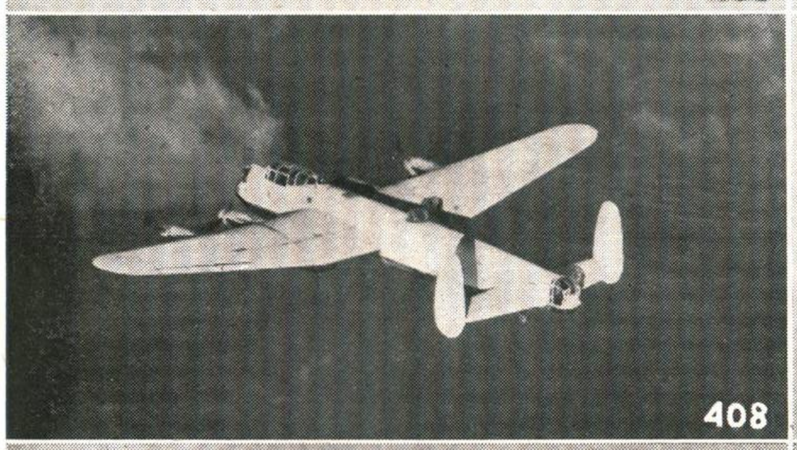

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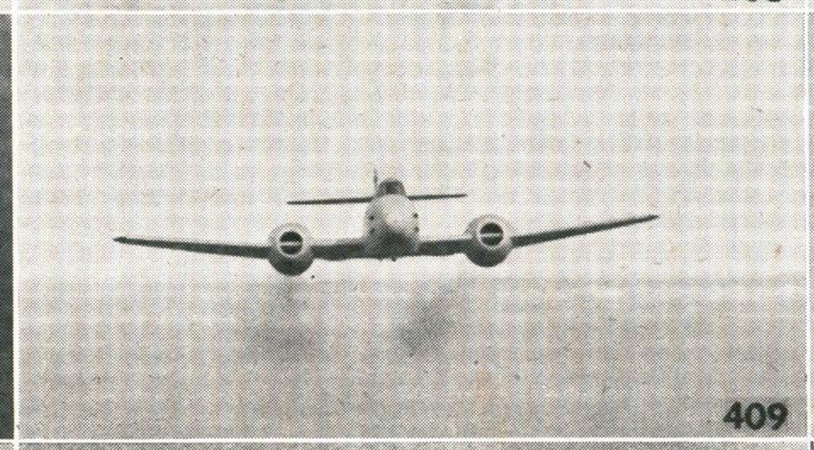

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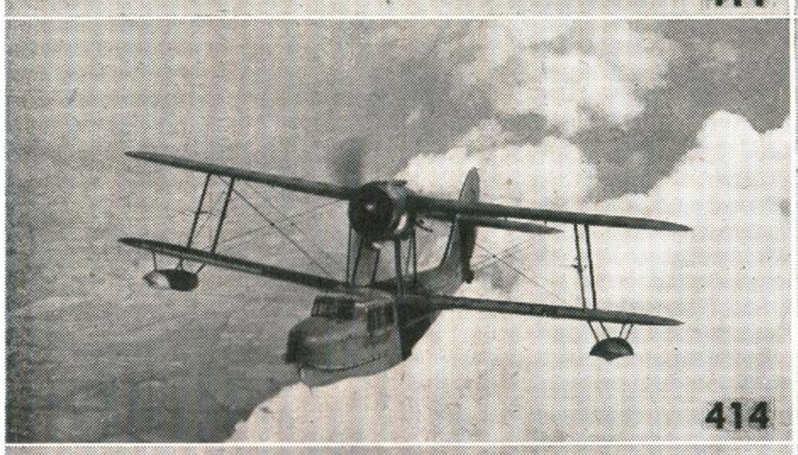

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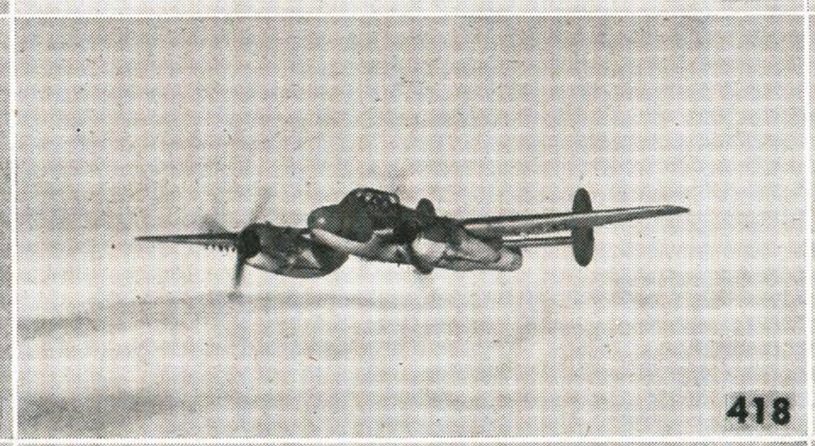

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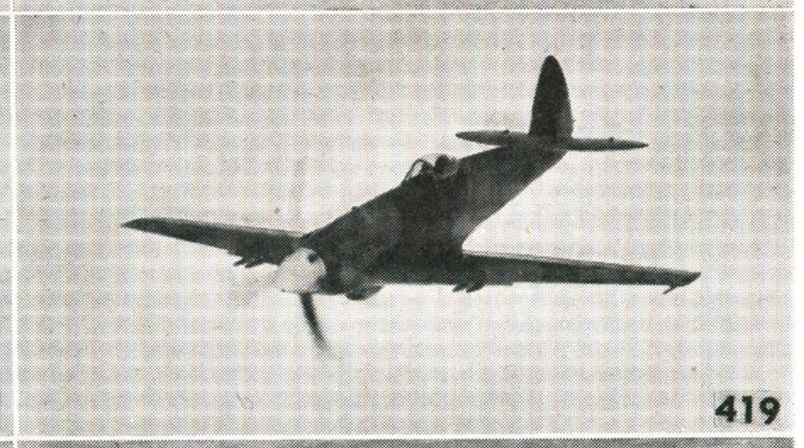

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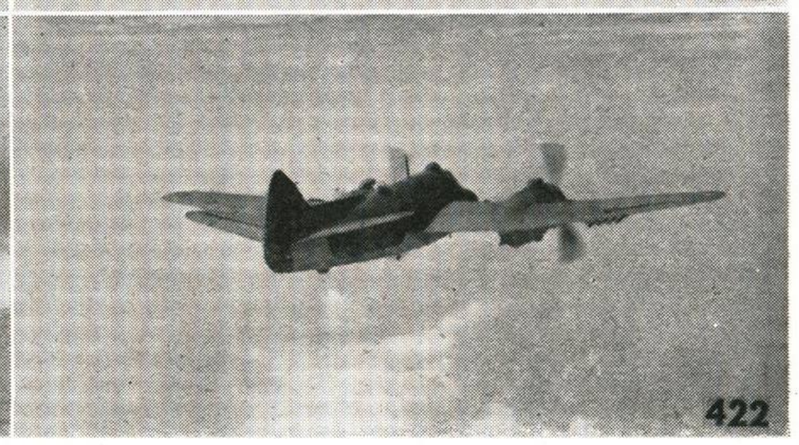

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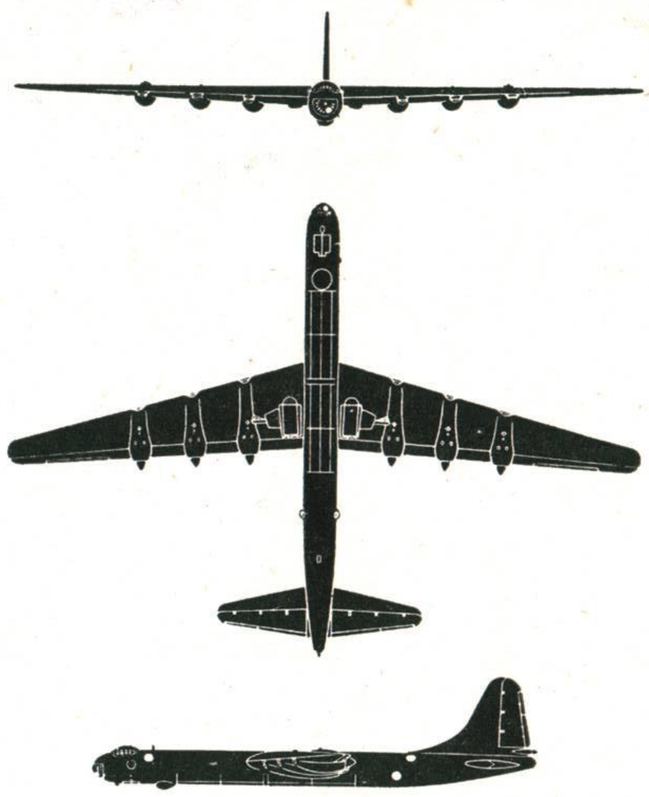

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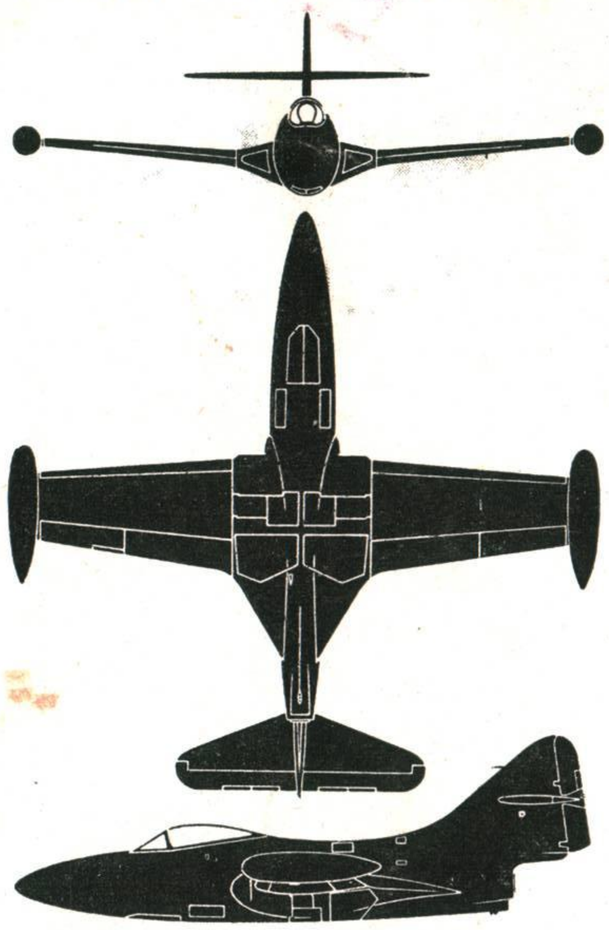
NEW and REVISED SILHOUETTES

CONSOLIDATED B-36A



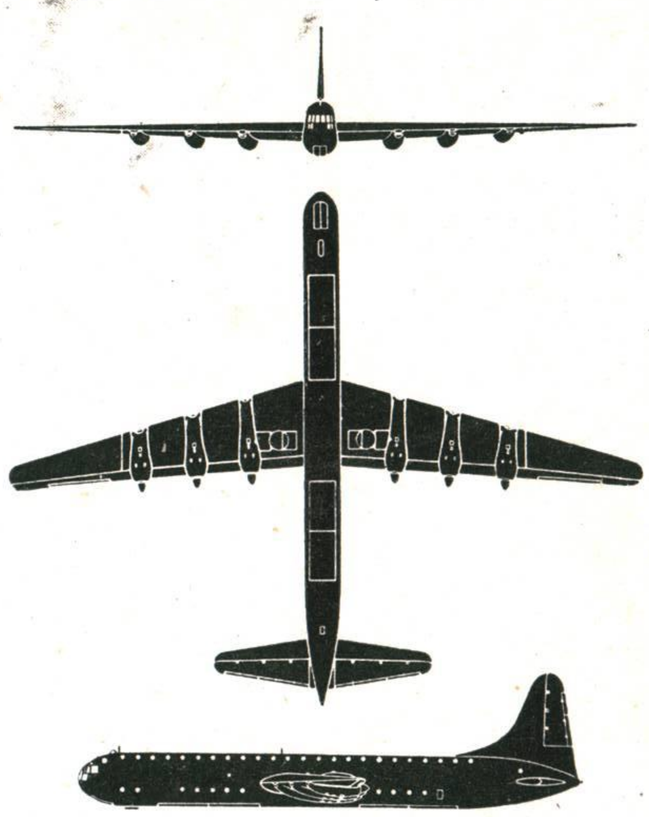
American Heavy Bomber
6 P & W R4360 Radials Span : 230 ft.
New Silhouette

GRUMMAN XF9F-2 PANTHER



American Fighter
1 Nene Turbojet Span : 35 ft. 9 ins.
New Silhouette

CONSOLIDATED XC-99



American Transport
6 P & W R 4360 Radials Span : 230 ft.
New Silhouette

SOLUTIONS TO RECOGNITION TESTS IN THIS ISSUE :

ALL FOURS (SILLOGRAPHS)

1. Lancastrian
2. Lincoln
3. Lancaster VII
4. Constitution
5. Stratocruiser
6. IL-18
7. Tudor IV
8. Skymaster
9. Hastings
10. Constellation
11. SE 1010
12. B-50
13. B-17
14. SE 161 Languedoc
15. PE-8

No. 67 (ADVANCED)

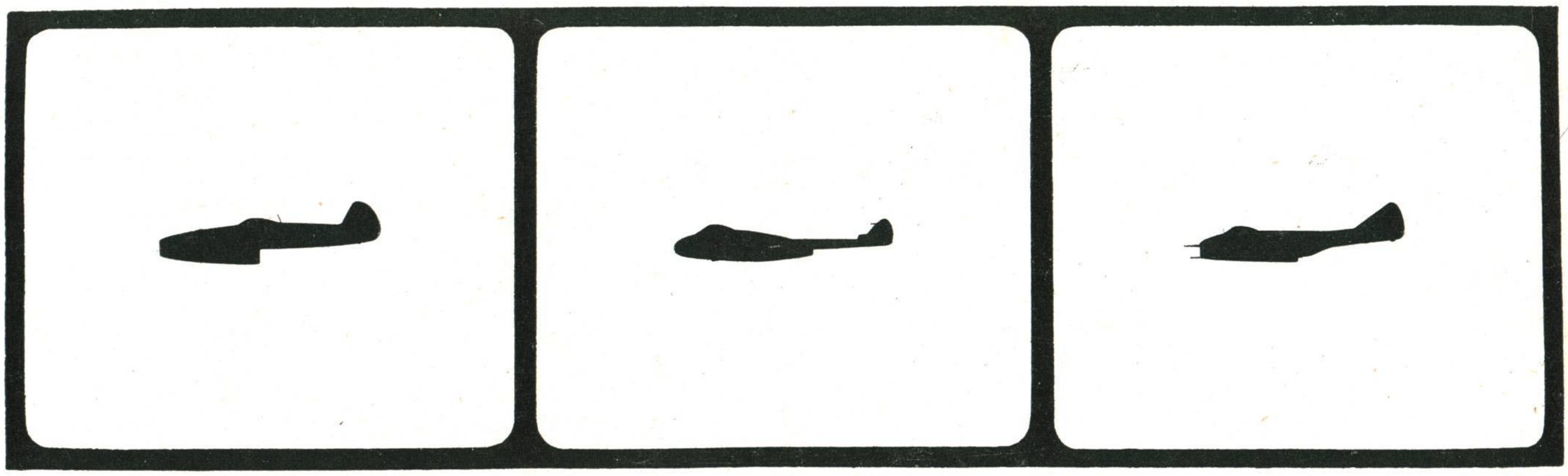
545. Martinet and Anson (Photo by Charles E. Brown)
546. Tempest IV
547. Anson XIX
548. Barracuda
549. Mosquito VI
550. Lancasters
551. Mig-Jet
552. Goeland C.449
553. Mustang P51-H
554. IL-10
555. Meteor IV
556. IL-4
557. Brigand
558. LA-5
559. Chipmunk
560. Wayfarer
561. Hornet, Meteor (Trent). Lancastrian (Nenes), Meteor IV, Vampire
562. Spitfire 21
563. Tempest II
564. Sea Fury
565. Seafire 47
566. Lancastrian
567. C-74 Globemaster
568. Constellation
569. P-47 Thunderbolts

No. 68 (ELEMENTARY)

402. S-51 Sikorsky
403. Mosquito
404. Hornet
405. Proctor
406. Auster ("Flight" Photo)
407. Fury
408. Lancaster VII
409. Meteor III
410 Concordia
411. Freighter XI
412. T.U.-70
413. Messenger
414. Sea Otter
415. Firebrand IV
416. Ambassador
417. Firefly IV
418. Brigand
419. Spitfire
420. Banshee
421. Solent
422. Beaufighter X

THREE MORE OF A KIND.
(Left to right): Yak-15, Vampire III, Mig-jet.

THREE MORE OF A KIND : If any one of these fighters were to appear abeam of your aircraft, in just the aspect shown here, would you hesitate over its identity ? (Answers above).



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