

THE INTER



SERVICES

AIRCRAFT RECOGNITION

Journal



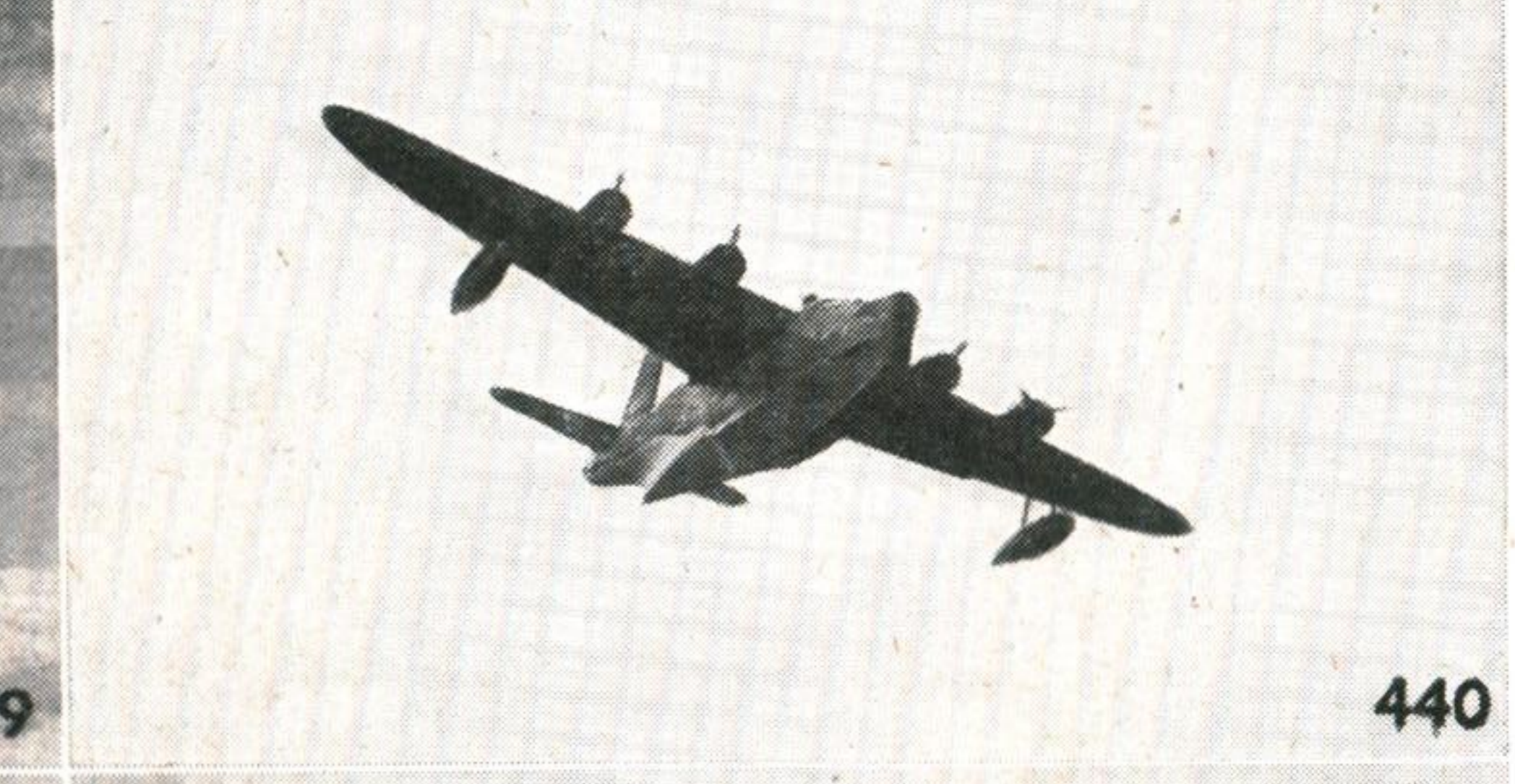
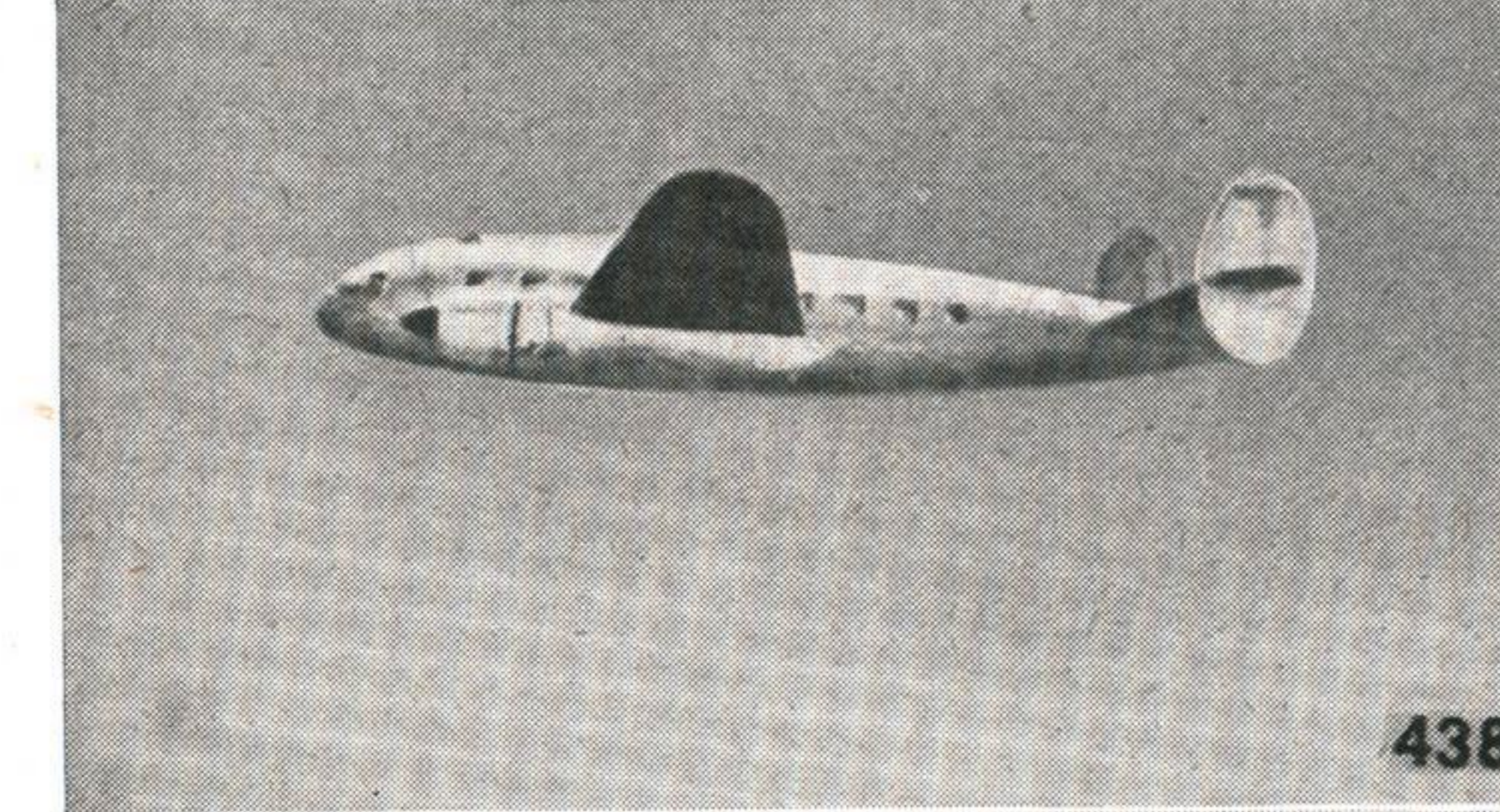
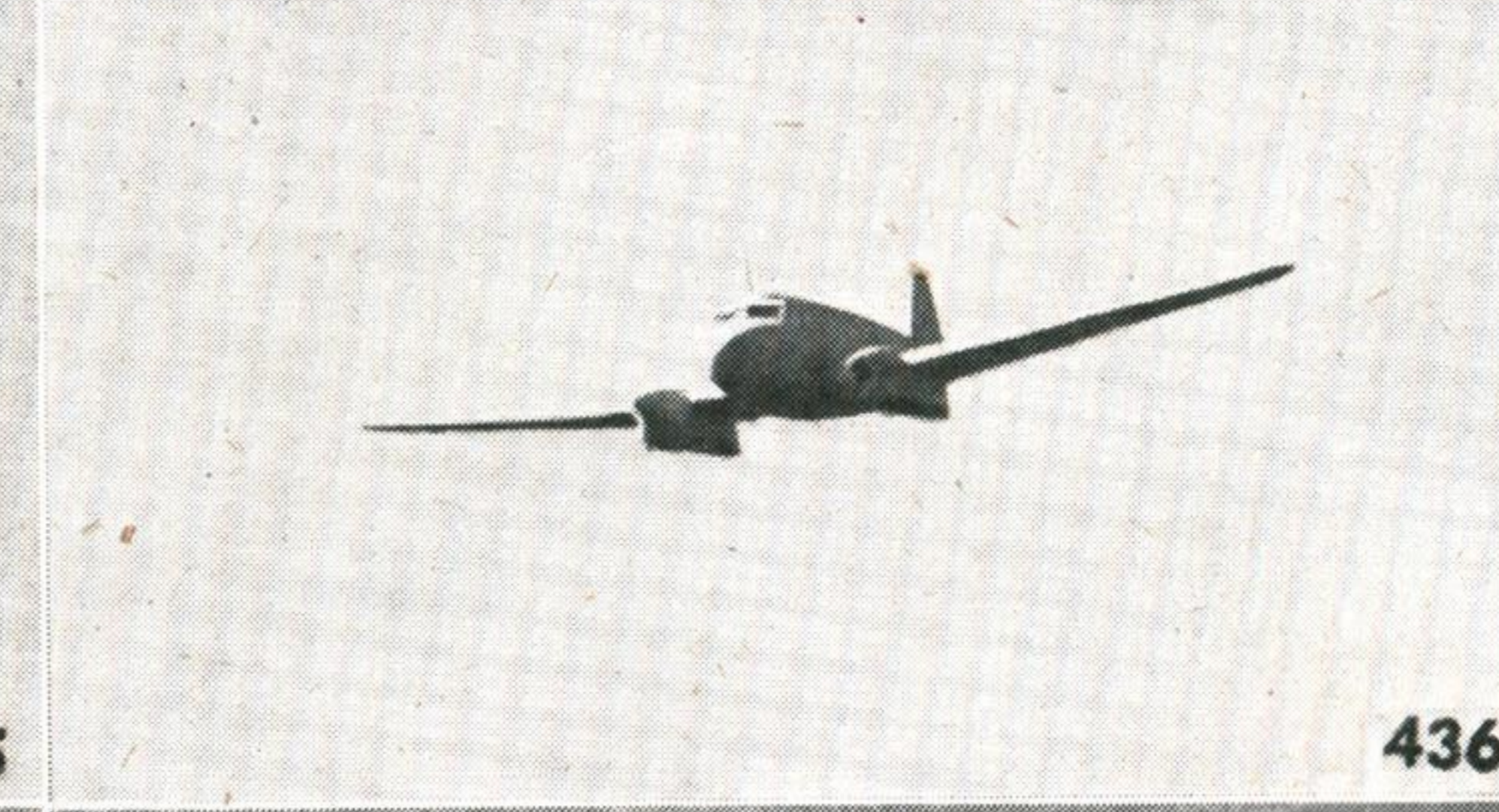
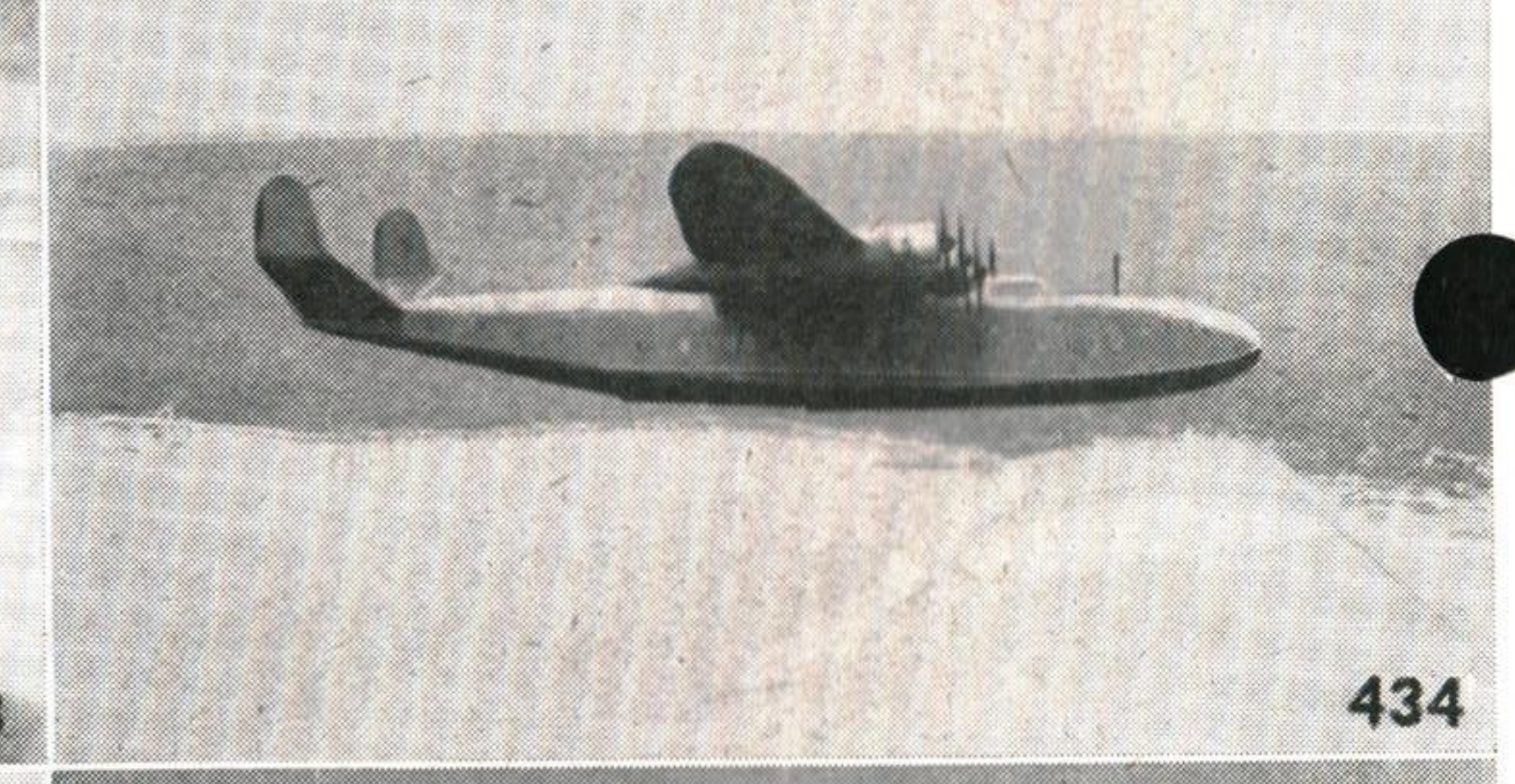
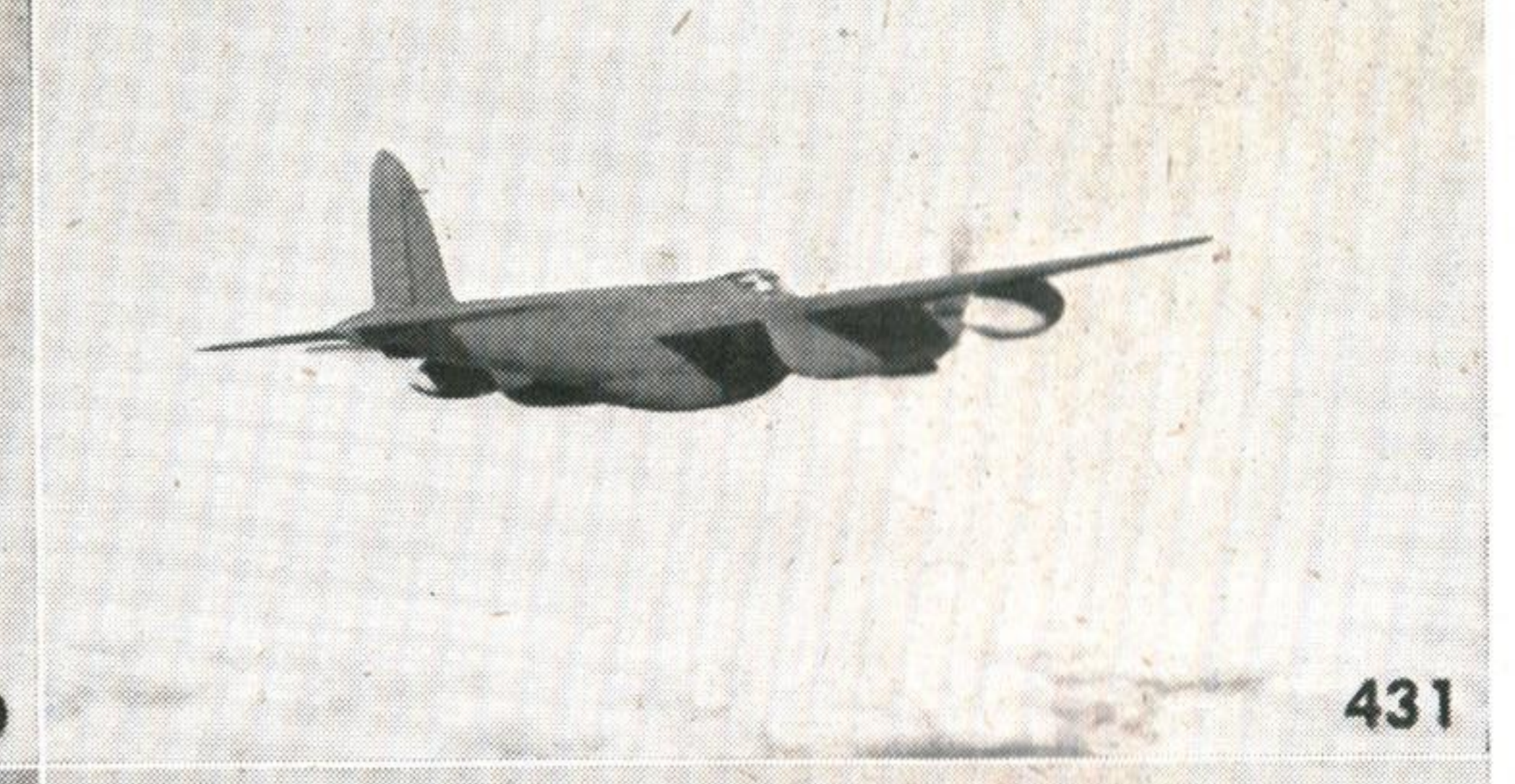
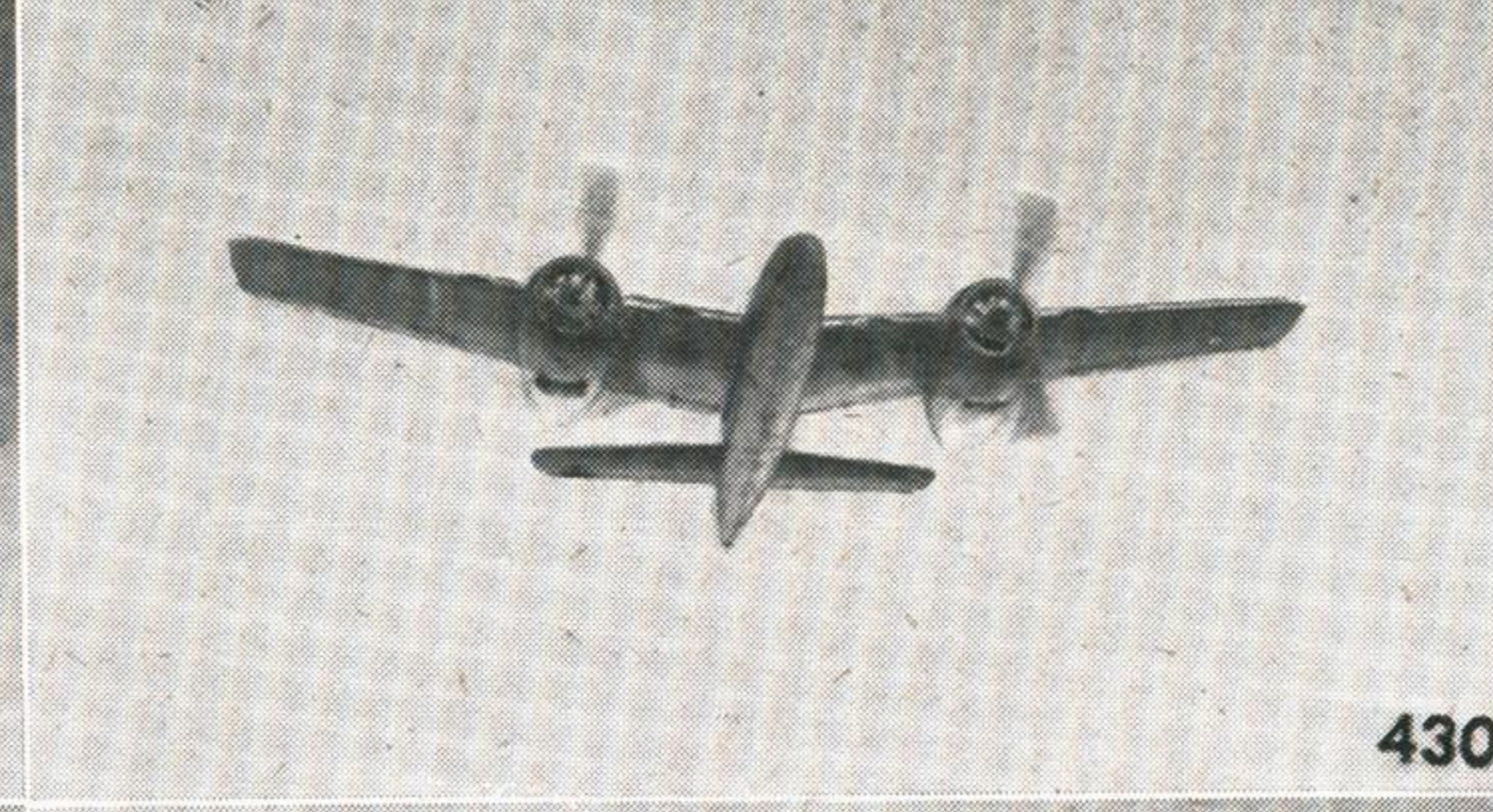
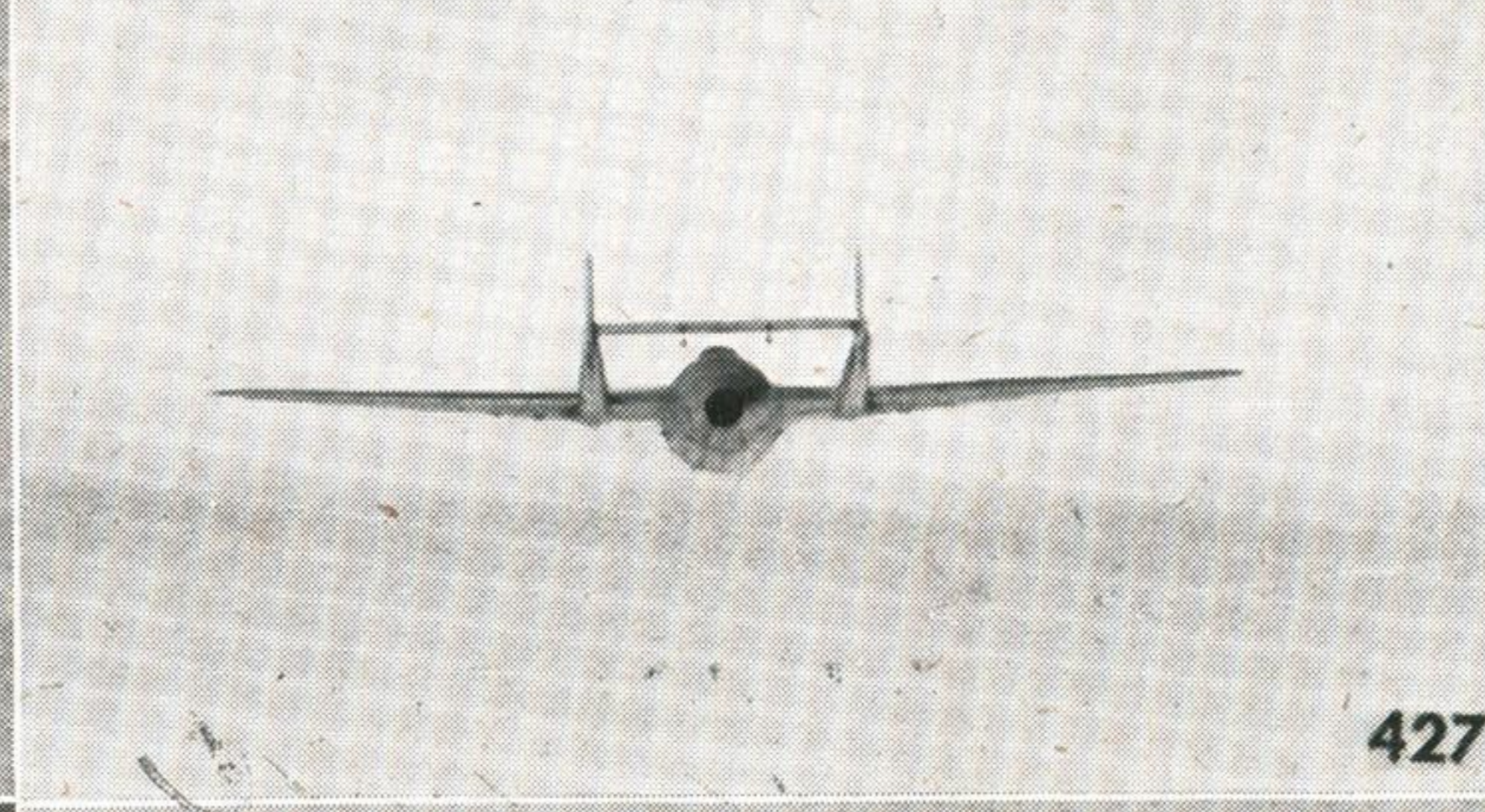
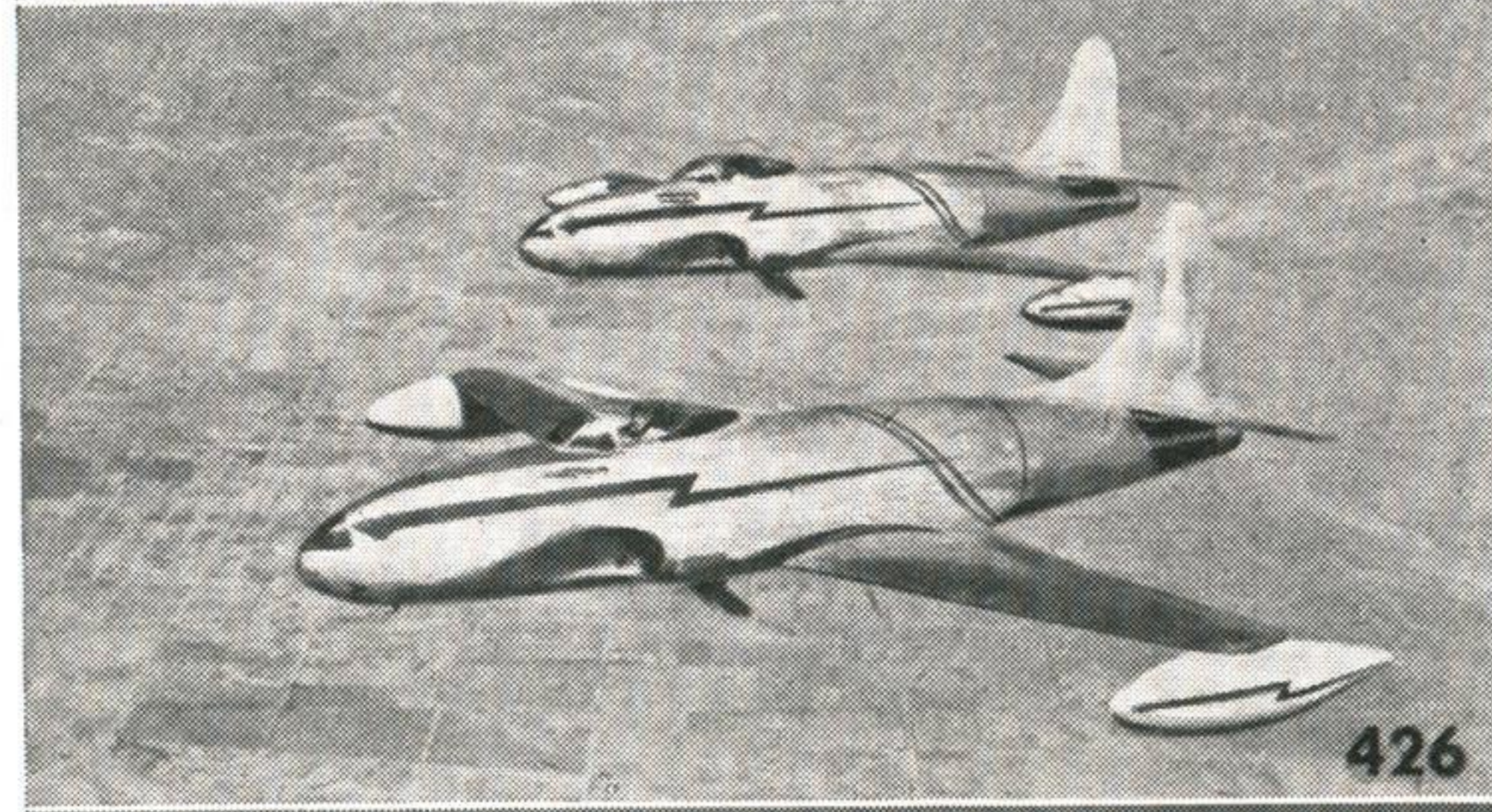
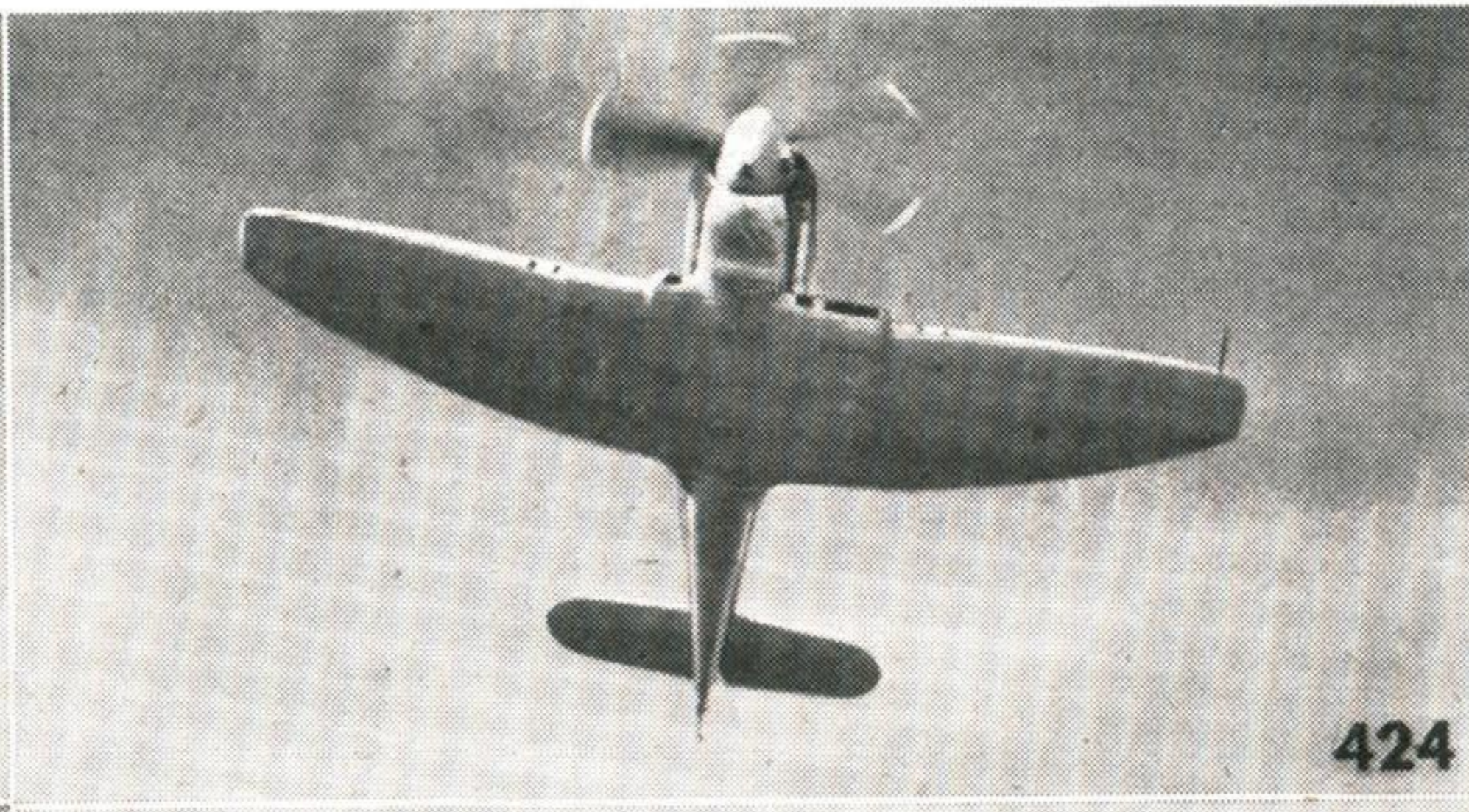
New Series

JULY 1948

Volume 2. No. 12

ELEMENTARY SPOTTING

Recognition Test No. 69





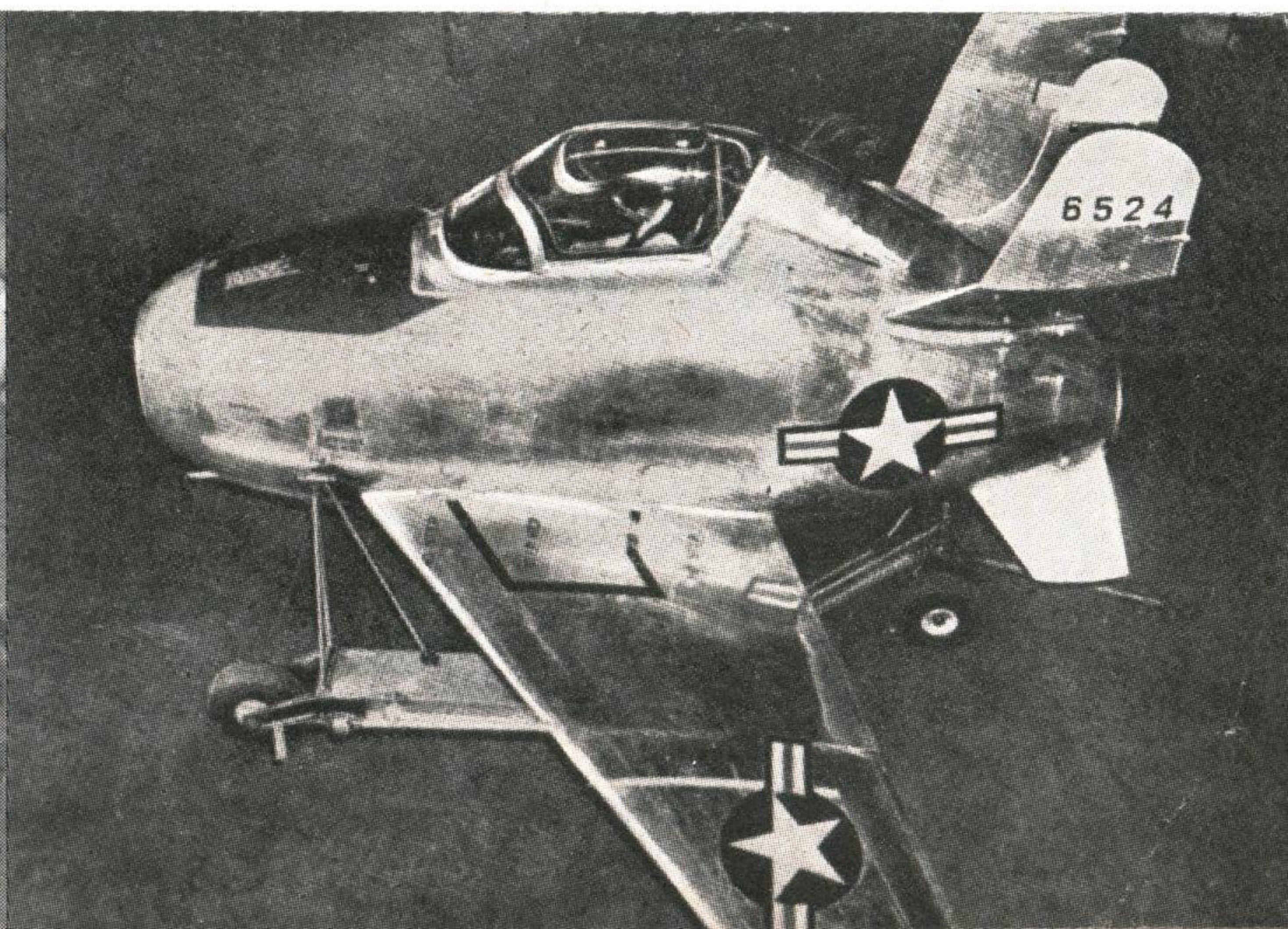
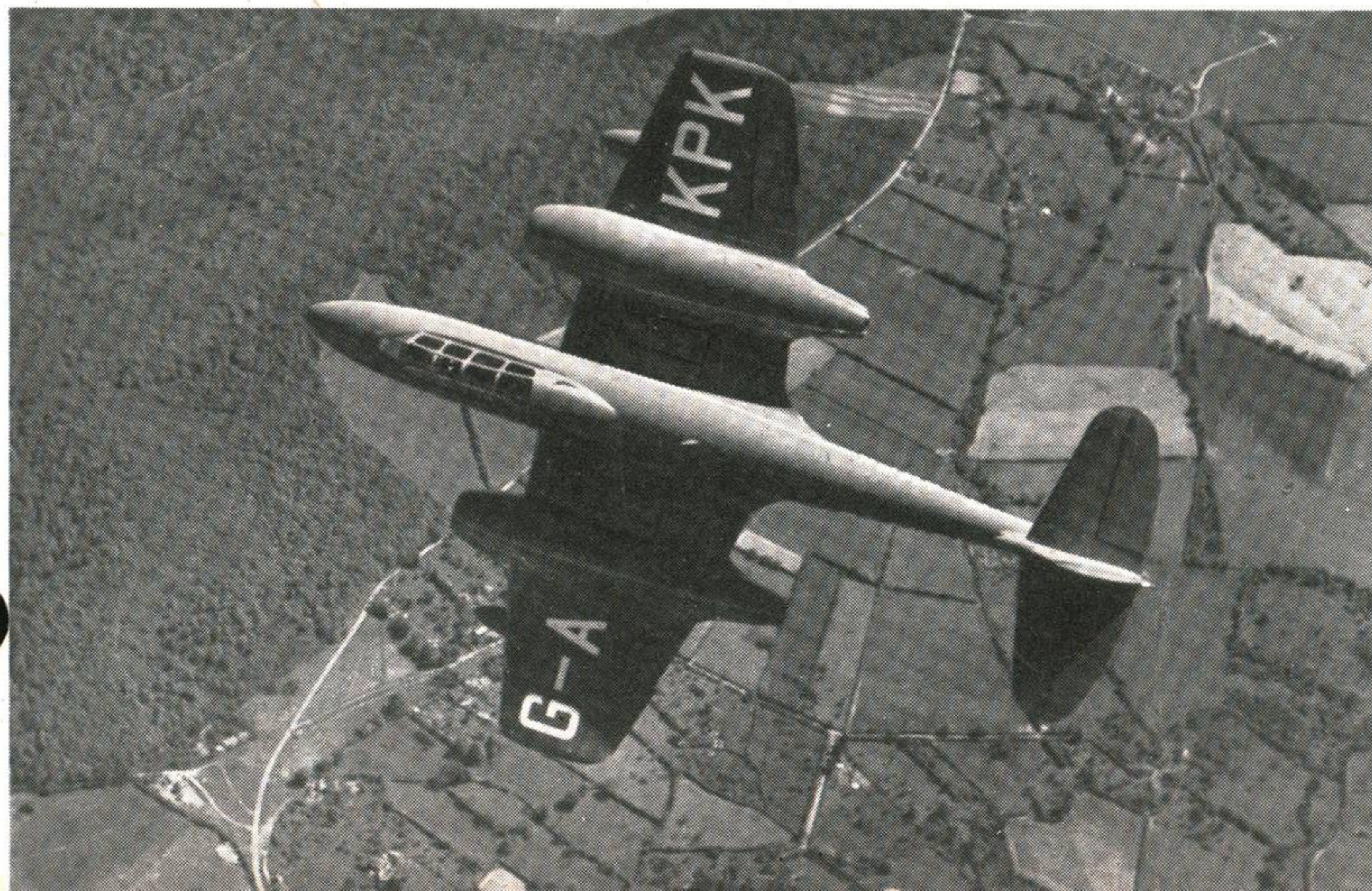
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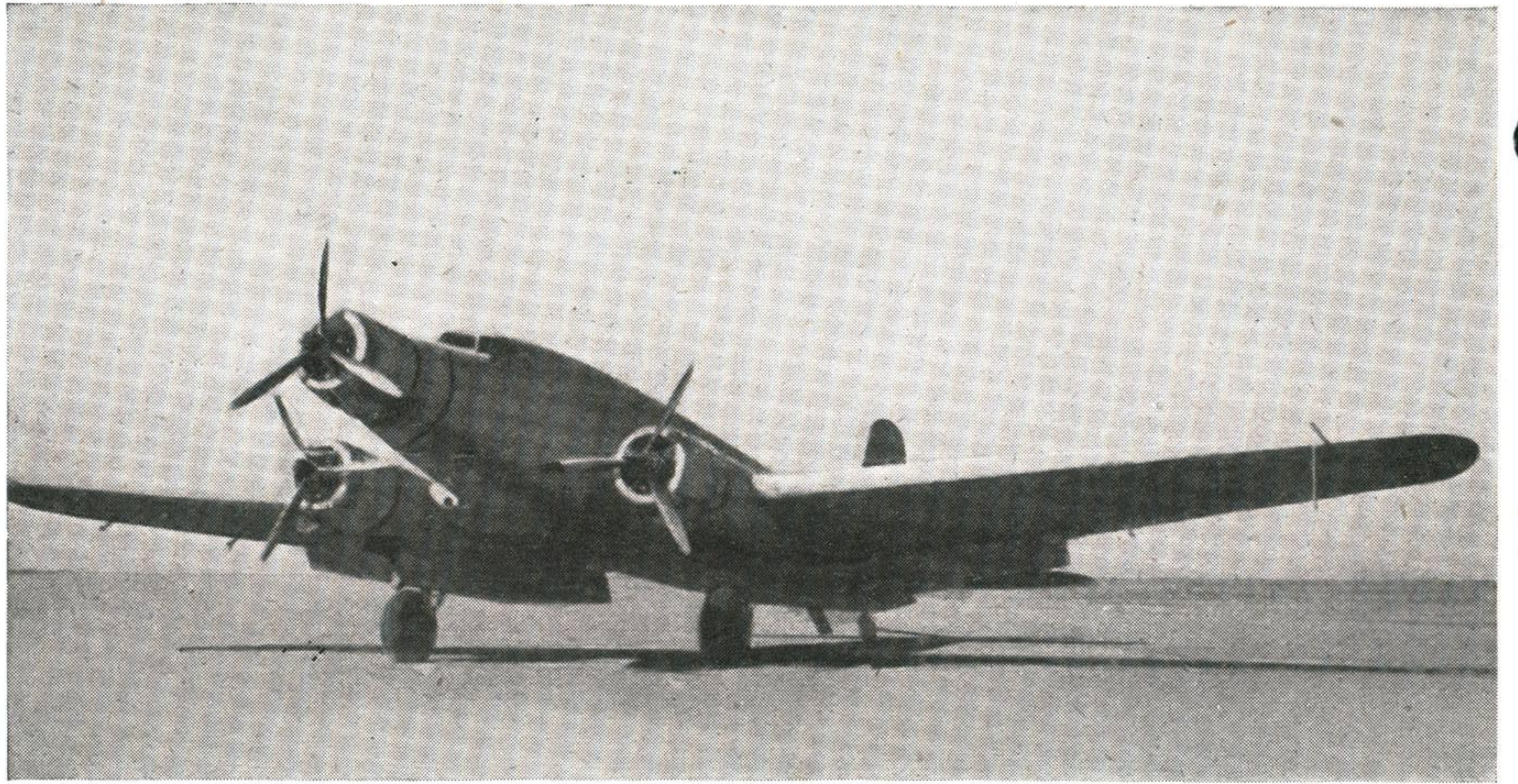
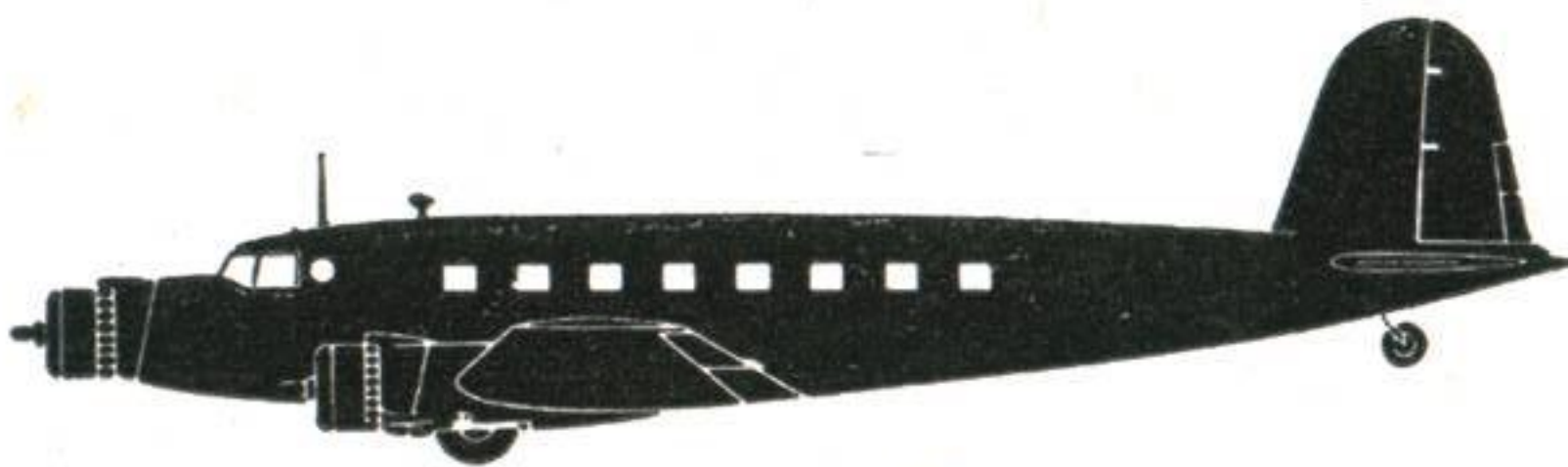
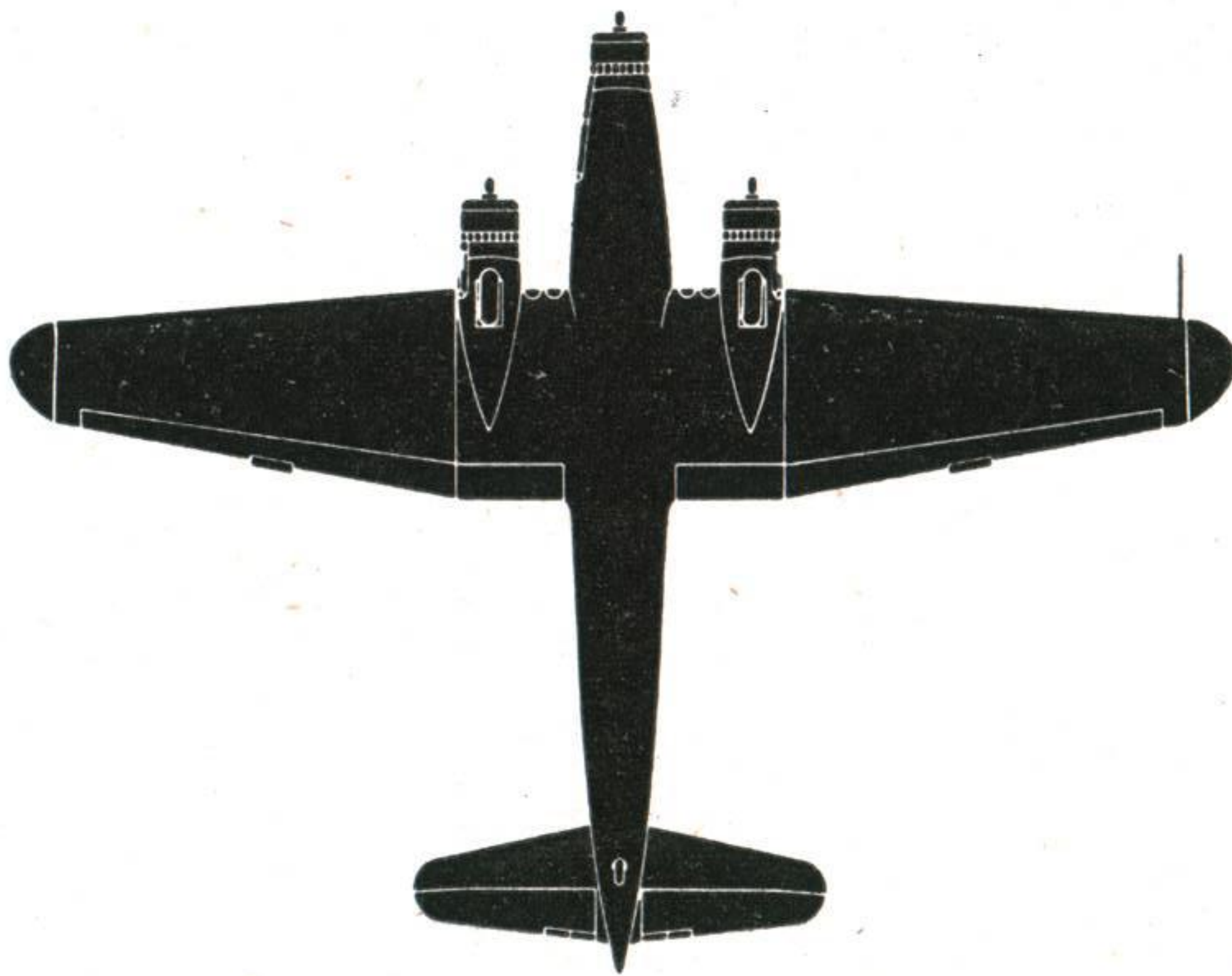
THE portly Handley Page Hastings C. Mk. I. (pictured above), now in quantity production for Transport Command of the Royal Air Force as a troop and para-troop transport or glider tug, was recently demonstrated in Australia, New Zealand, India and Pakistan. The first production Hastings are in service in the Royal Air Force.

It is difficult to imagine that crew members, which number thirteen altogether, can stand upright inside that thin grey line which is the head-on view of the Northrop YB-49 (top right). Weighing about 100 (U.S.) tons, the YB-49 will carry 15 (U.S.) tons of bombs. In the "New Look" class, the YB-49 can be said to have a low "confusability coefficient."

The two-seat R.A.F. trainer version of the Gloster Meteor (bottom left), is the T. Mk.VII. The aircraft shown in our picture is finished in red and yellow and is used as a demonstration aircraft. At present it is performing overseas. The Meteor T. Mk.VII is 30 inches longer than the standard fighter Meteor and looks slightly less slim in the forward fuselage. Wings, rear-fuselage, and tail unit are the same as in the standard Mk. IV fighter, over which aircraft it has, in some aspects, an improved performance because of less weight.

First views (bottom right) of the McDonnell XF-85 Parasite folding fighter for the B-36 bomber confirms that it is a most unusual aircraft. It falls into the ever-growing easy-to-spot class, having, very decidedly, the lowest "confusability factor" of any aircraft today. However, production is in doubt at present as the production order for "Mother" B-36As has been cut by half. The wing of the XF-85, when in full span, measures 21 ft. Its tail, to avoid folding, has been made in "X" form.





FIAT G.212

Makers: Aeronautica D'Italia *Chief Designer:* Ing. Guiseppe Gabrielli

TYPE and DUTY : Tri-motor passenger and freight transport.

MOTORS : Three Pratt & Whitney R1830 radials of 1,200 h.p. each.

PERFORMANCE : Max. Speed 233 m.p.h. **RANGE :** 1,860 miles.

CREW : Four.

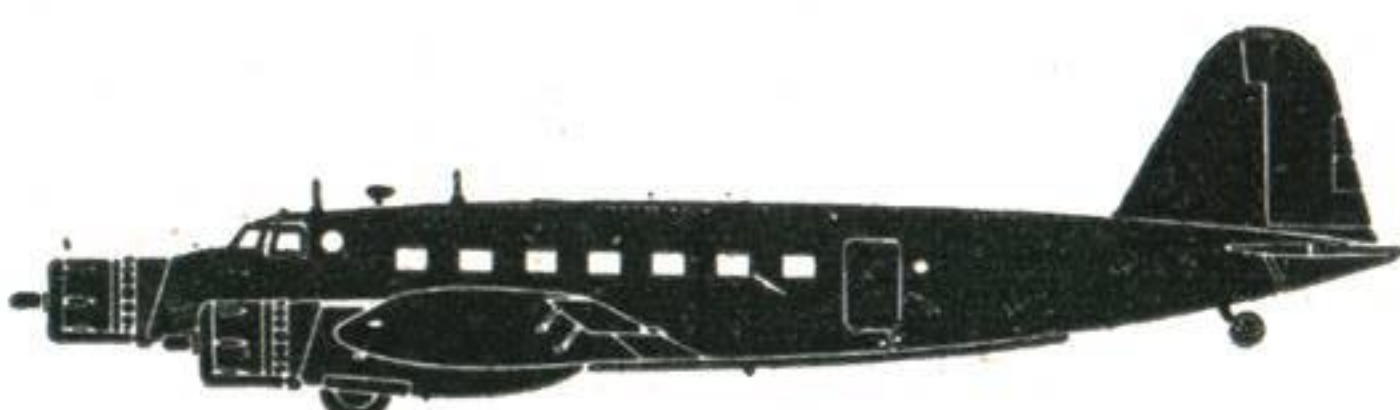
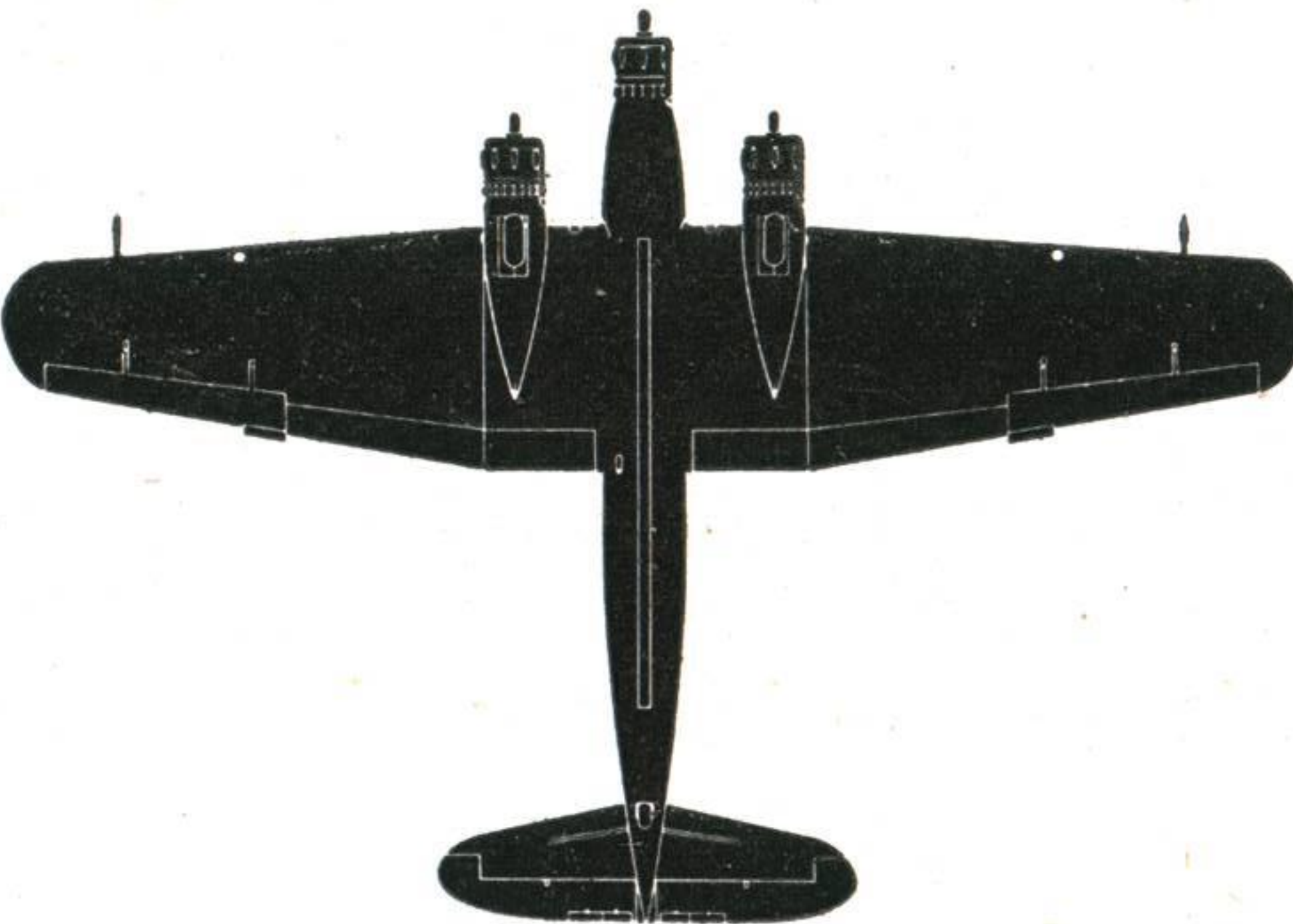
PASSENGERS : Thirty/Forty.

SPAN : 96 ft. 3 ins.

LENGTH : 76 ft. 2 ins.

REMARKS : The Fiat G.212, a development of the pre-war Fiat G.12 design, will soon be in service with Avio Linee Italiane and will be seen in Europe including Great Britain.

PROGRESS



FIAT G.12L

Makers: Aeronautica D'Italia. *Chief Designer:* Ing. Guiseppe Gabrielli.

TYPE and DUTY : Tri-motor passenger and freight transport.

MOTORS : Three Alfa-Romeo 128 radials of 840 h.p. each.

PERFORMANCE : Max. Speed 233 m.p.h. **RANGE :** 1,500 miles.

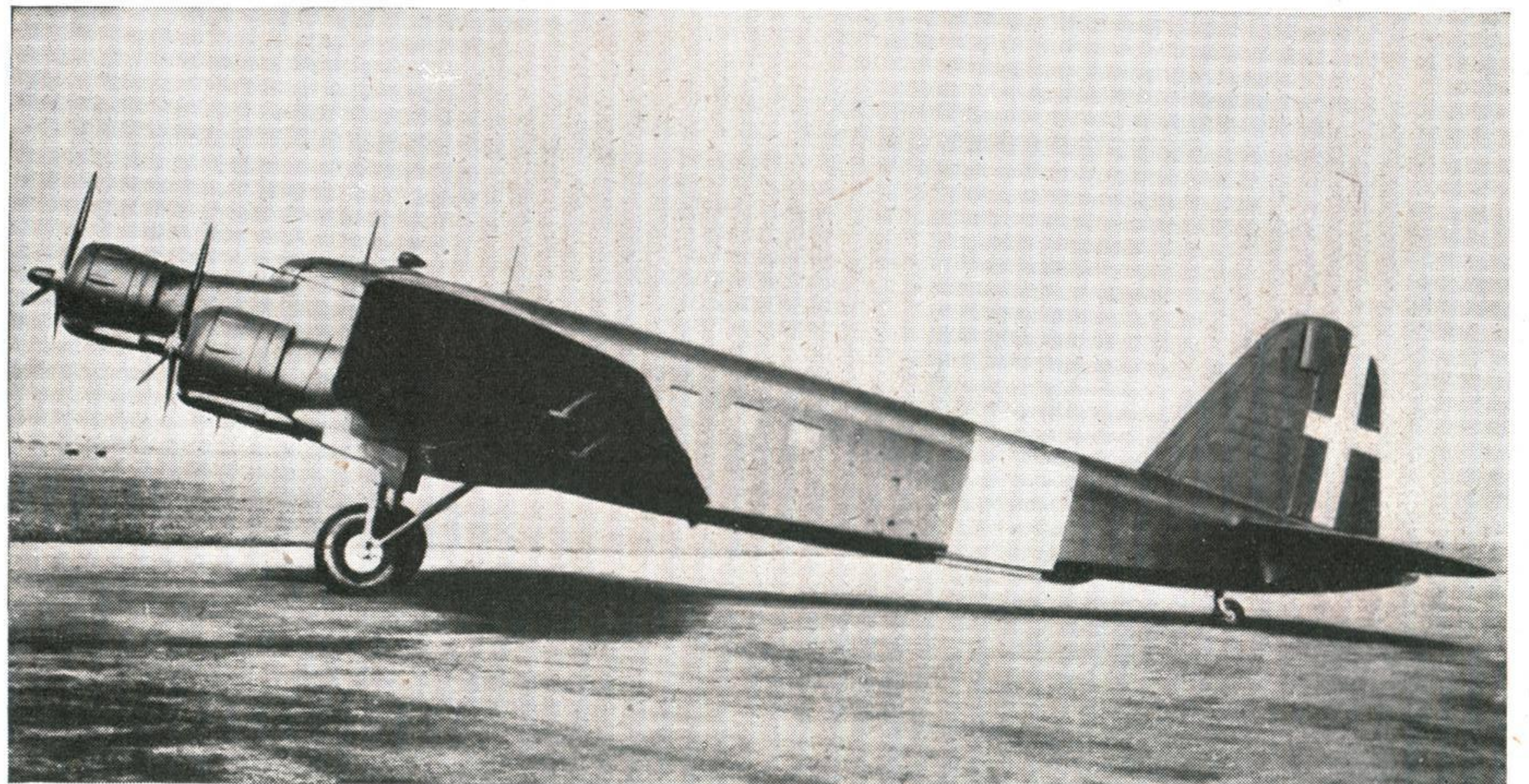
CREW : Four.

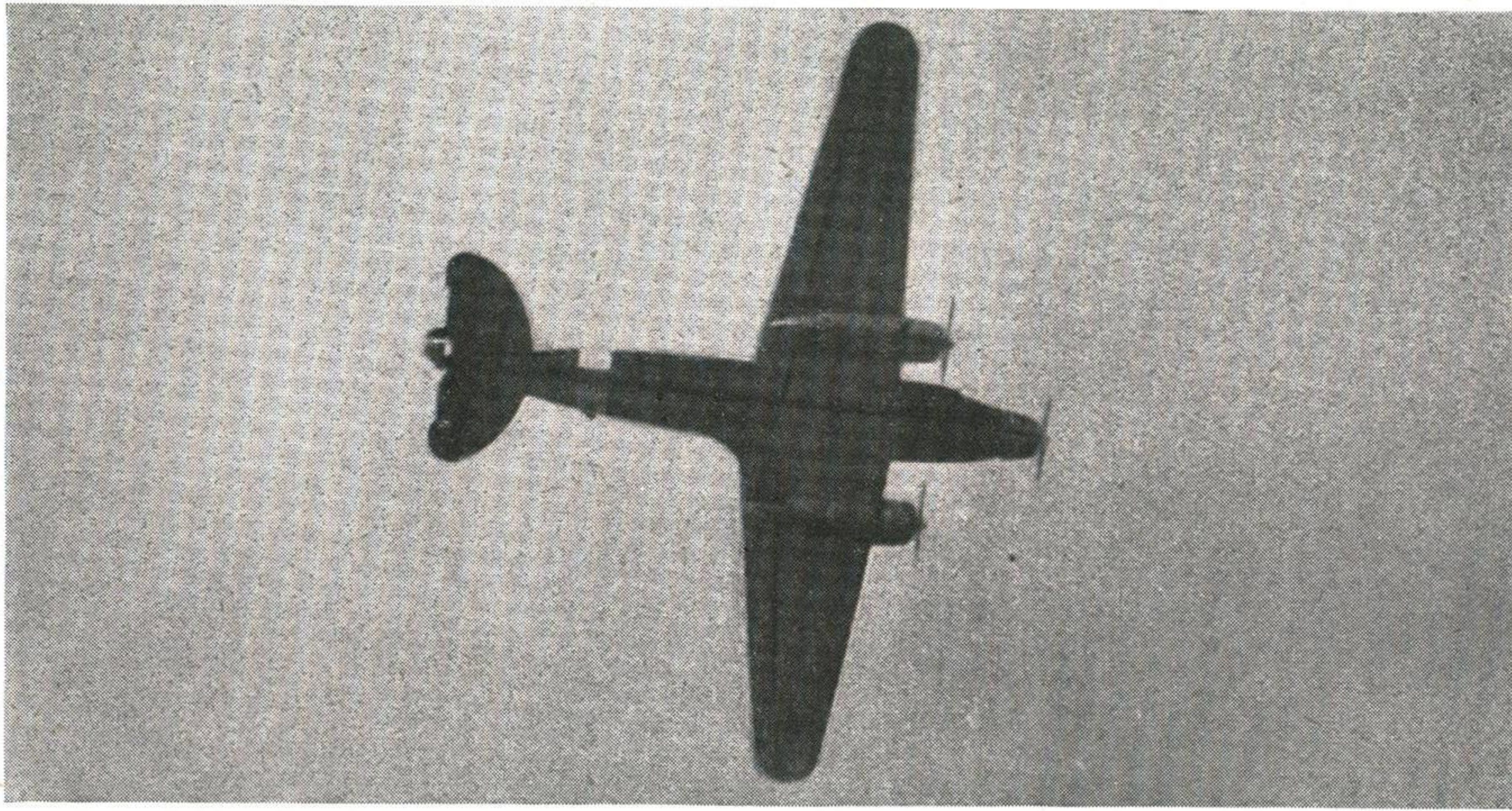
PASSENGERS : Twenty.

SPAN : 93 ft. 8 ins.

LENGTH : 67 ft. 9 ins.

REMARKS : Production of this development of the pre-war Fiat G.12 design is proceeding, and some are flying.





SM. 82

Makers: S.I.A.I. (Societa Aeronautica Aeroplani Idrovolanti) Marchetti.

TYPE and DUTY : Tri-motor troop, paratroop or cargo transport.

MOTORS : Three Alfa-Romeo 128 radials of 840 h.p. each.

PERFORMANCE : Max. Speed 205 m.p.h. **RANGE :** 2,480 miles.

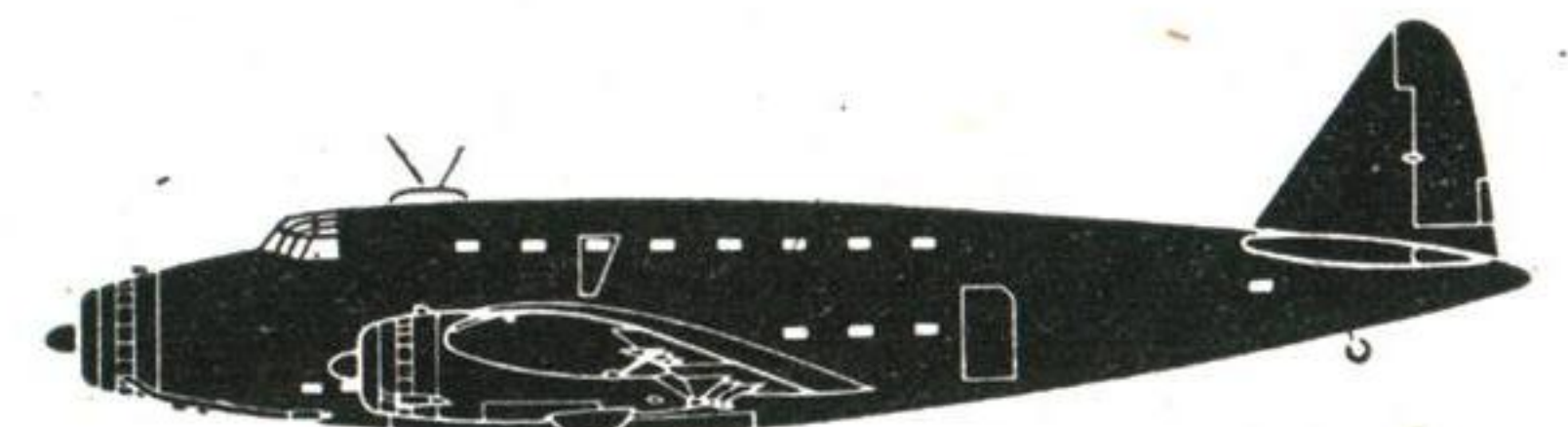
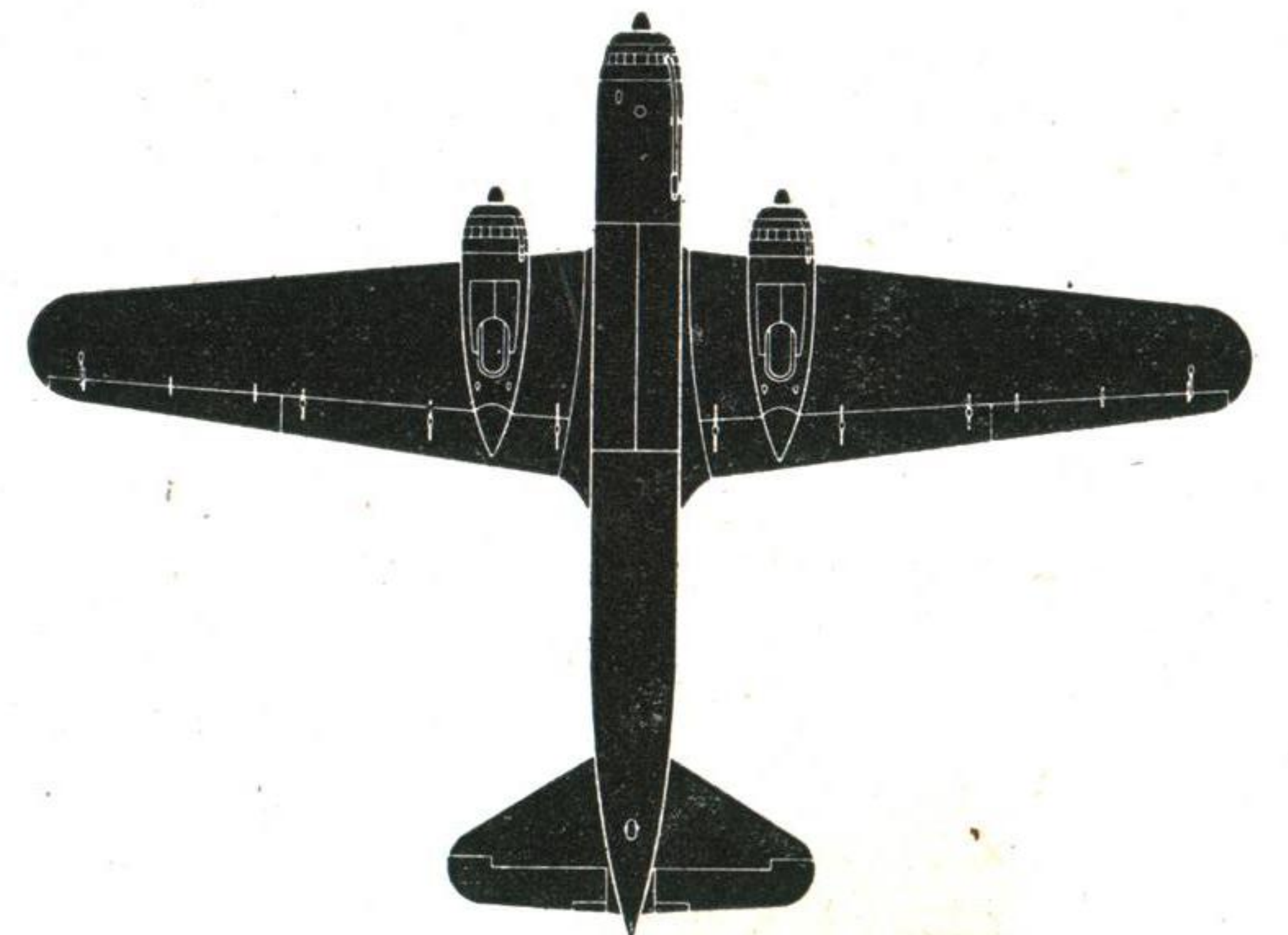
CREW : Four.

PASSENGERS : Forty.

SPAN : 97 ft. 5 ins.

LENGTH : 73 ft. 10 ins.

REMARKS : The SM.82 was widely used by the Regia Aeronautica as a transport during the war : many of them remain and are still flying.



IN ITALY

SM. 95

Makers: S.I.A.I. (Societa Aeronautica Aeroplani Idrovolanti) Marchetti.

TYPE and DUTY : Four-motor passenger and freight transport.

MOTORS : Four Alfa-Romeo radials of 840 h.p.

PERFORMANCE : Max. speed 225 m.p.h. **RANGE :** 2,100 miles.

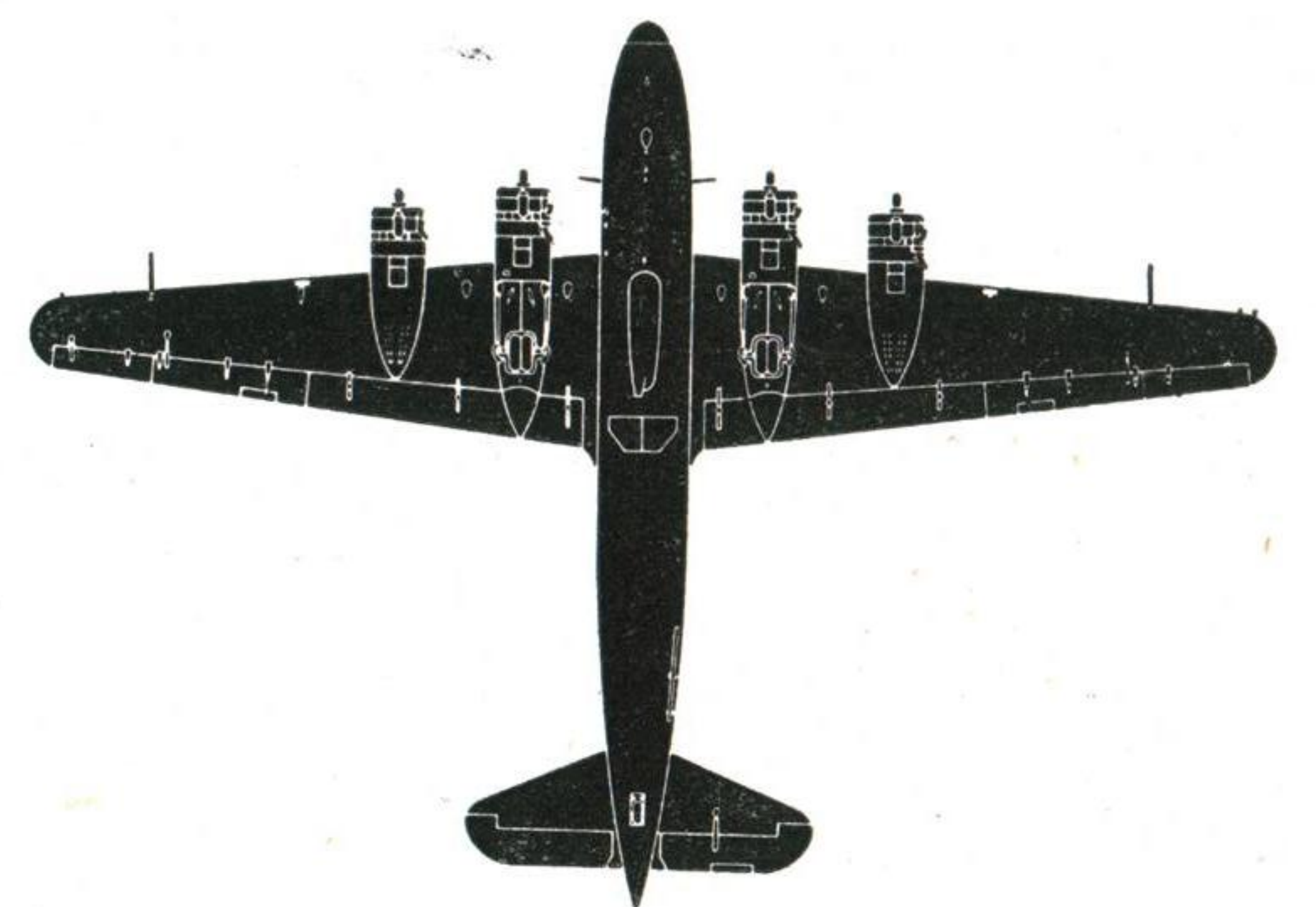
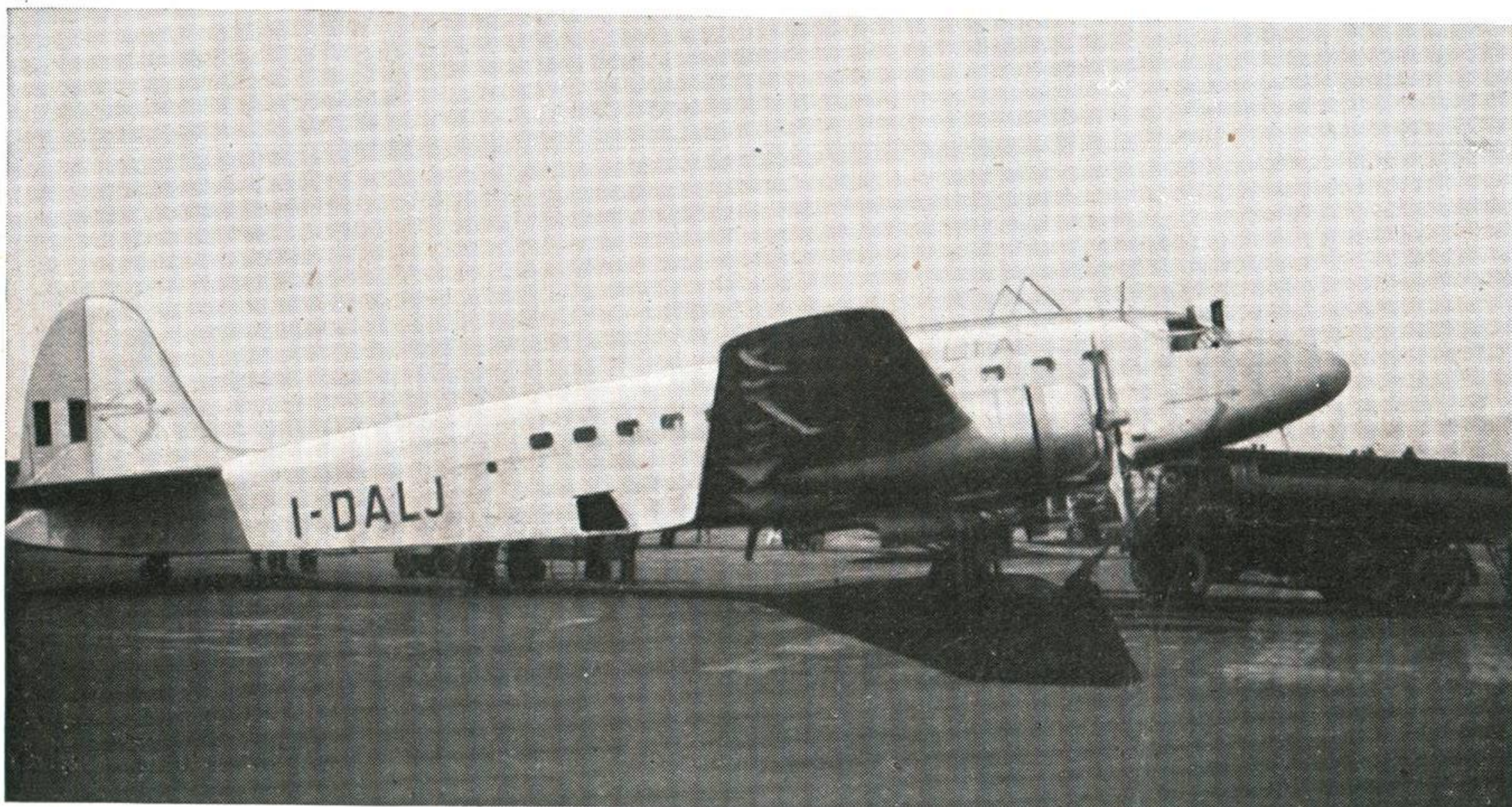
CREW : Five.

PASSENGERS : Eighteen/Thirty.

SPAN : 112 ft. 5 ins.

LENGTH : 82 ft.

REMARKS : The SM.95 is in production and in the service of Avio Linee Italiane. It is to be seen over Europe and is a frequent visitor to London Airport.





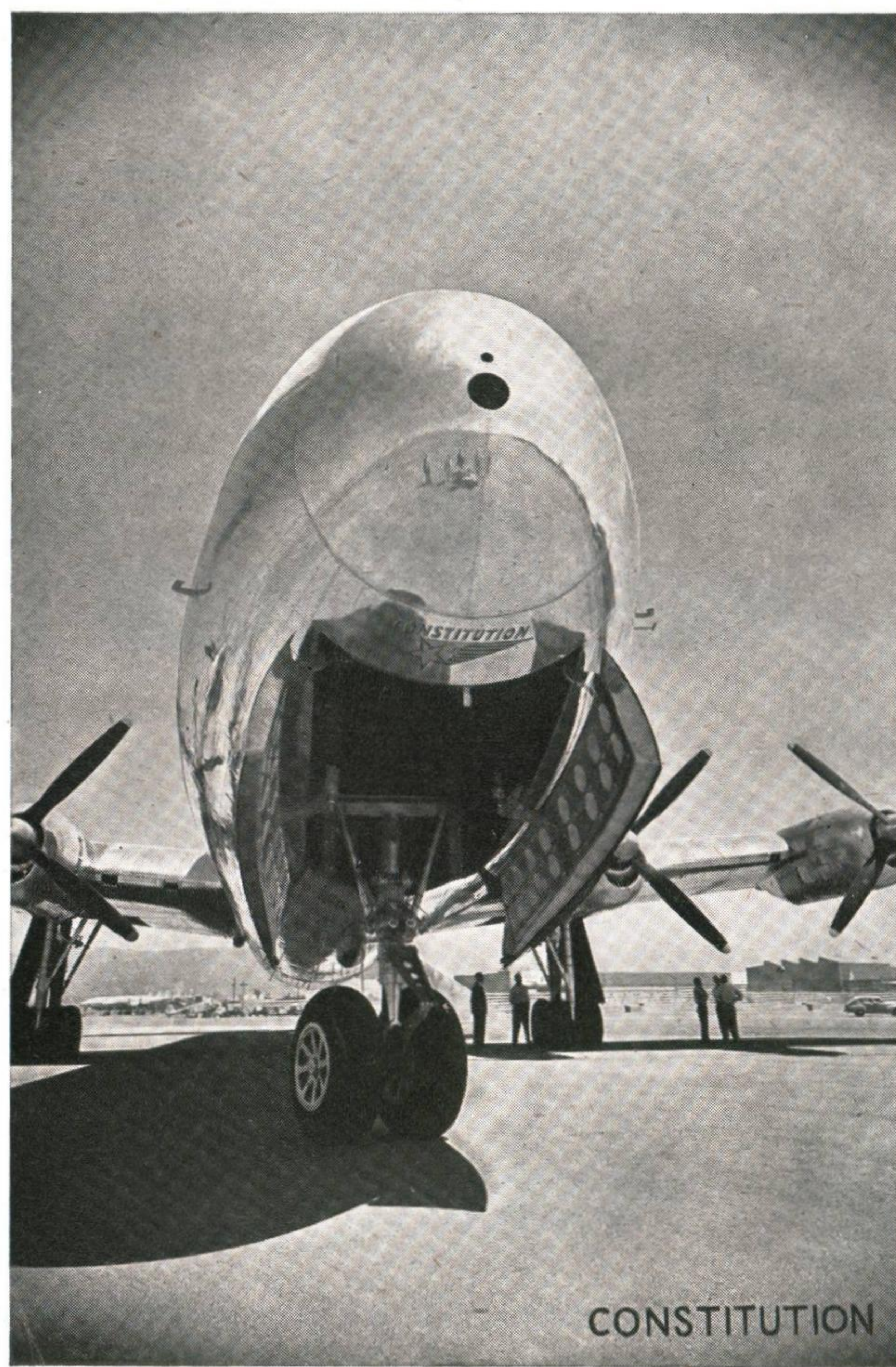
CONSTITUTION

TROOPSHIPS

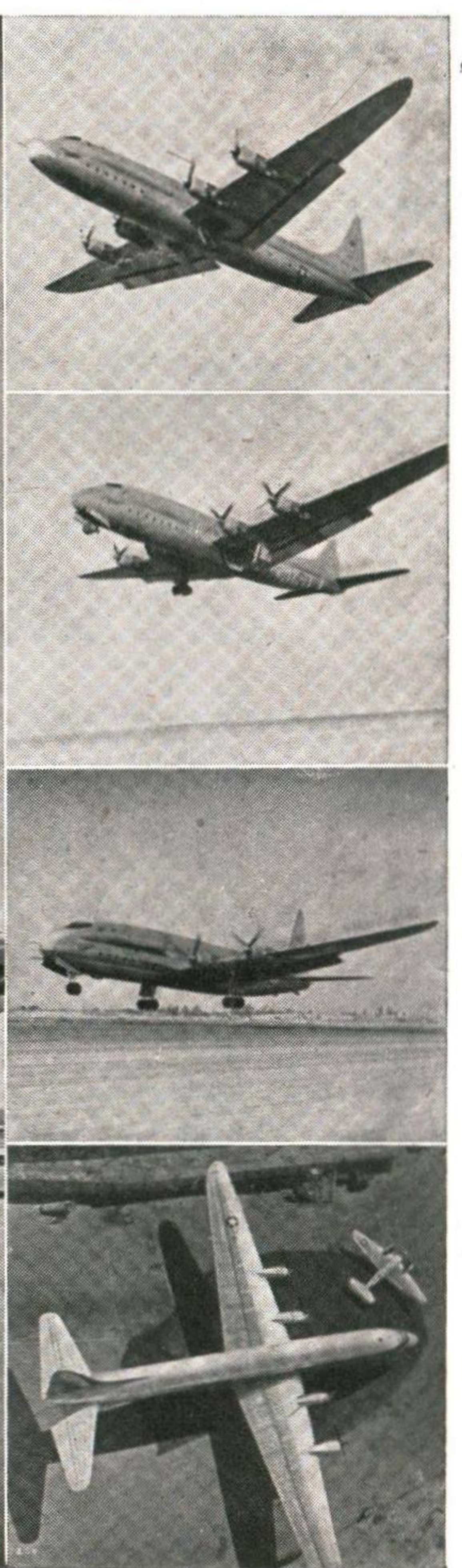
THE designs of these large troop-carrying aircraft date from the 1942-43 period when the United States entered the war. It was anticipated that they would be built in time, and in sufficient numbers, to take their places in the transport networks being established for the conveyance of men and material to the widely dispersed theatres of operations. None was, however, ready when the war ended. But they are not out of date: indeed the future for this type of heavy air transport looks bright. Fleets of them would be capable of transporting fully-equipped soldiers across oceans in the same number of hours that a troopship takes days. With sufficient "tonnage" of this type of "troopship" the armed Forces of the United States could achieve a high order of mobility. The following details of these, America's and the world's largest troop-carrying aircraft, will be of interest.

The Lockheed XR-60 Constitution weighs 92 (U.S.) tons. It was designed for the United States Navy who wanted a transport capable of linking their bases in the Pacific with those in the United States. Power is at present provided by four Pratt and Whitney Wasp Major 28-cylinder radial motors of 3,500 h.p. each, but the aircraft is considered to be under-powered. Lockheeds say that the aeroplane is stressed to take turbo-jets or propjets. Its carrying capacity in terms of men is 180 maximum, and to give some further idea of its size it can be said that its tail-plane area is equal to $3\frac{1}{2}$ times wing area of the P-80. A further idea can be gained from the fact that it carries a crew of 12 and 10,000 gallons of fuel. Wing "tunnels" permit some servicing of engines in flight.

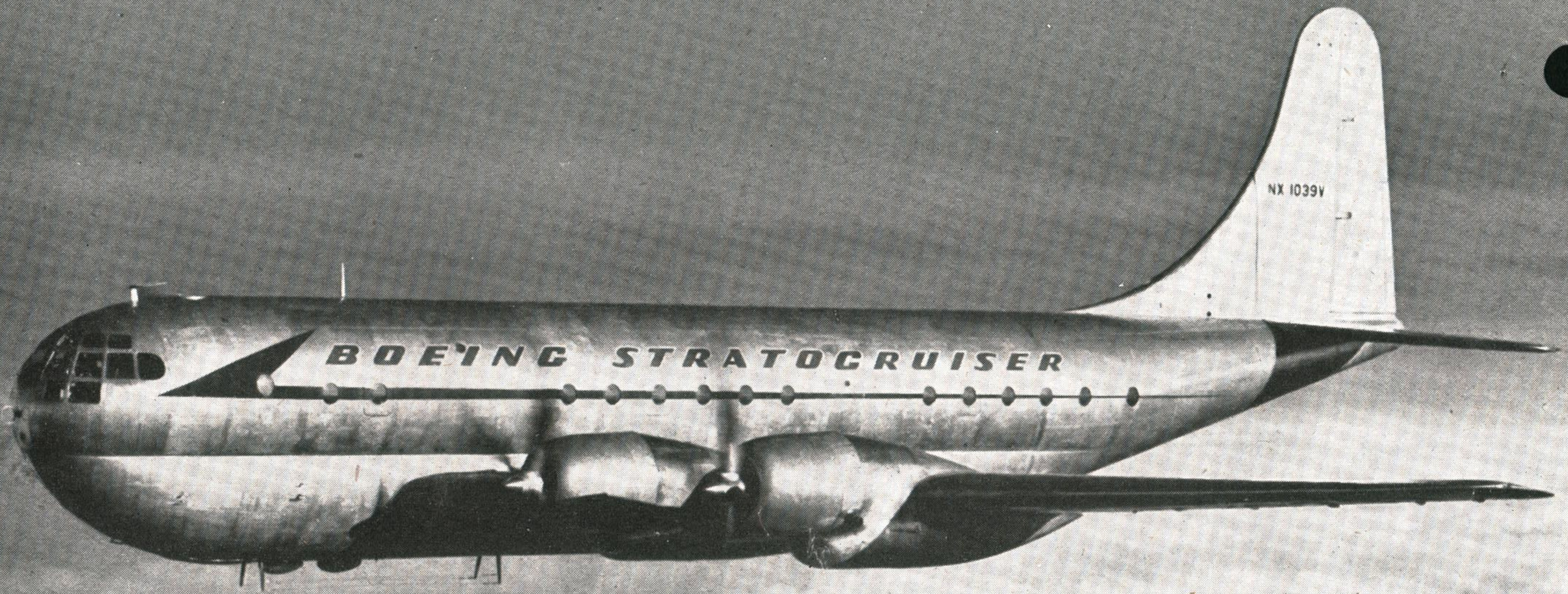
The Consolidated Vultee XC-99 has a gross weight of 133 (U.S.) tons. At the present time the U.S.A.F. has ordered 100. Its capacious fuselage is designed on the "double-bubble" principle although no "waistline" shows and the cross-section appears pear-shaped. It will carry 400 fully-equipped troops or 100,000 lb. of equipment: an alternative internal arrangement turns it into a flying hospital carrying 335 stretcher patients. Power is provided by four 3,500 h.p. Pratt and Whitney Wasp Major 28-cylinder radial engines, though in all probability it will later have propjets. On its first flight, which took place on the 23rd November, 1947, it was airborne at 115 m.p.h. after a run of 1,000 yards; it was, of course, practically empty. With a full load of fuel, 21,160 U.S. gallons, it has an extreme range of 10,000 miles though with reduced pay-load.



CONSTITUTION

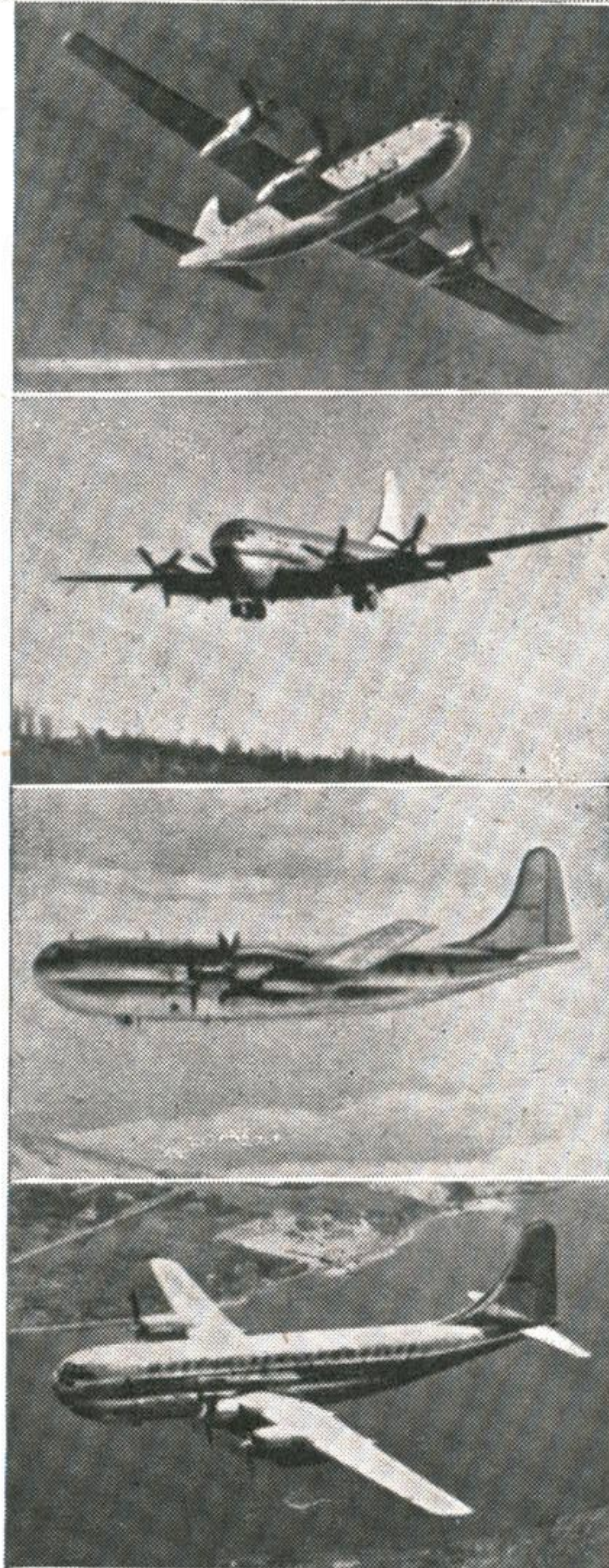


C-99

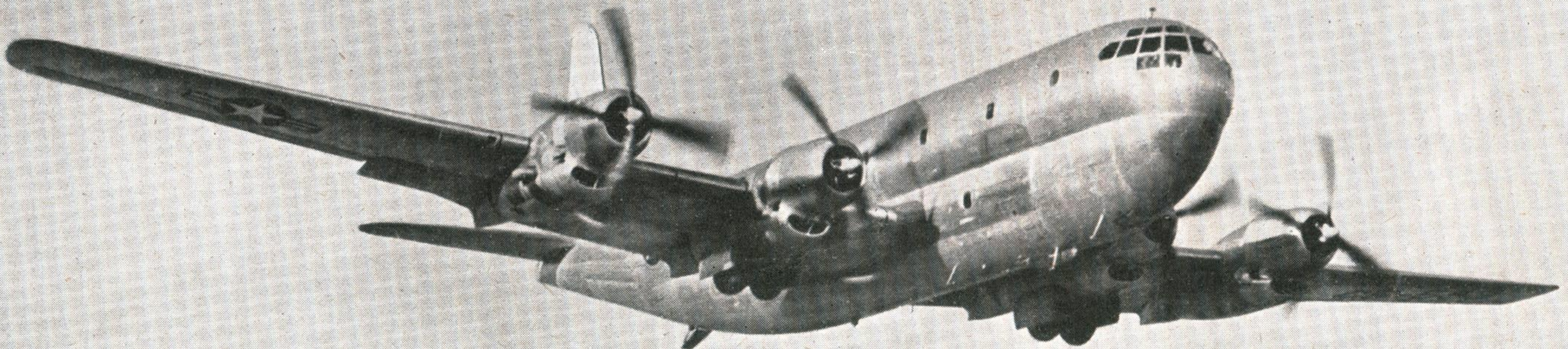


STRATOCRUISER (*Civil version of C-97*)

The Boeing XC-97, the "baby" of the trio, weighs only 67½ (U.S.) tons. The first XC-97 went into service with the U.S.A.F. in December, 1944. Its military load is 134 fully-equipped troops or 20 tons of equipment and supplies. Three XC-97s were built, each with different engines. The U.S.A.F. then ordered 13 YC-97s, many of which have been delivered. The YC-97 has four Pratt and Whitney Wasp Major Radials of 3,500 h.p. each and a much larger fin and rudder than the XC-97. It has had a swifter passage from the design stage to service life than either the Constitution or the XC-99. Its range is about 4,000 miles at a cruising speed which well exceeds 300 m.p.h. An XC-97 created a local record flight soon after joining the U.S.A.F., by flying from Seattle to Washington at an average speed of 383 m.p.h. The Stratofreighter and the Stratocruiser are civil versions of the aircraft.



Double-decked aircraft, like double-decked buses, are built to make the best use of the space within the structure of the vehicle. The second deck forms a convenient common base for joining the upper and lower "shells" of the fuselage. The upper and lower "shells" are, basically, of cylindrical form, and, as this form is one of the easiest to pressurize, the so-called "double-bubble" double-decked fuselage is one of the most efficient yet devised. One of the earliest examples of this type of body-form was used in the Curtiss CW-20 (C-46 Commando) of early war vintage, some of which aircraft are still to be seen flying today. A current British design employing the "double-bubble" principle, or figure eight fuselage cross-section, incorporated in a hull, is the Saunders Roe SR.45 transatlantic flying boat.



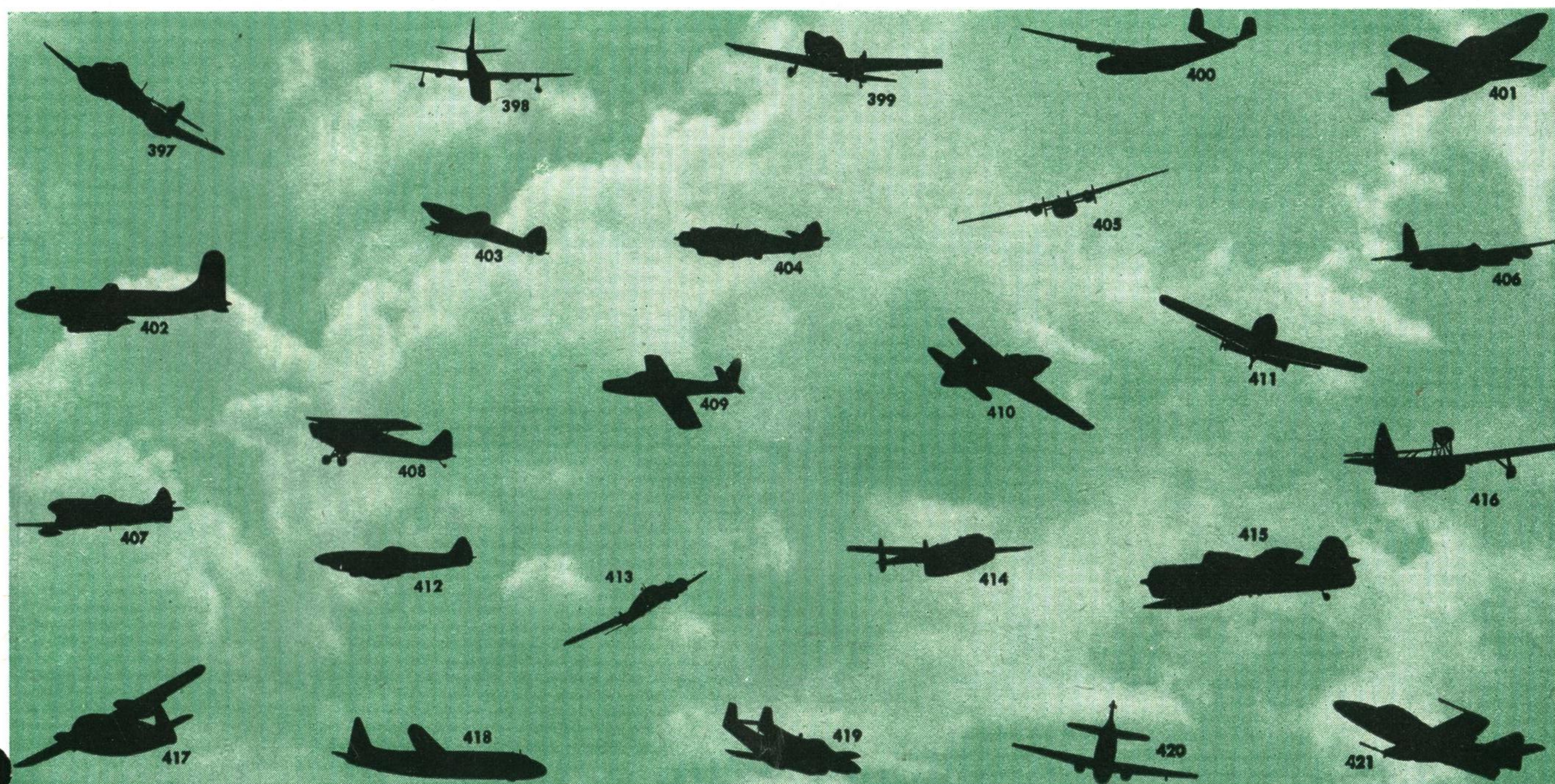
ADVANCED SPOTTING

Recognition Test No. 70



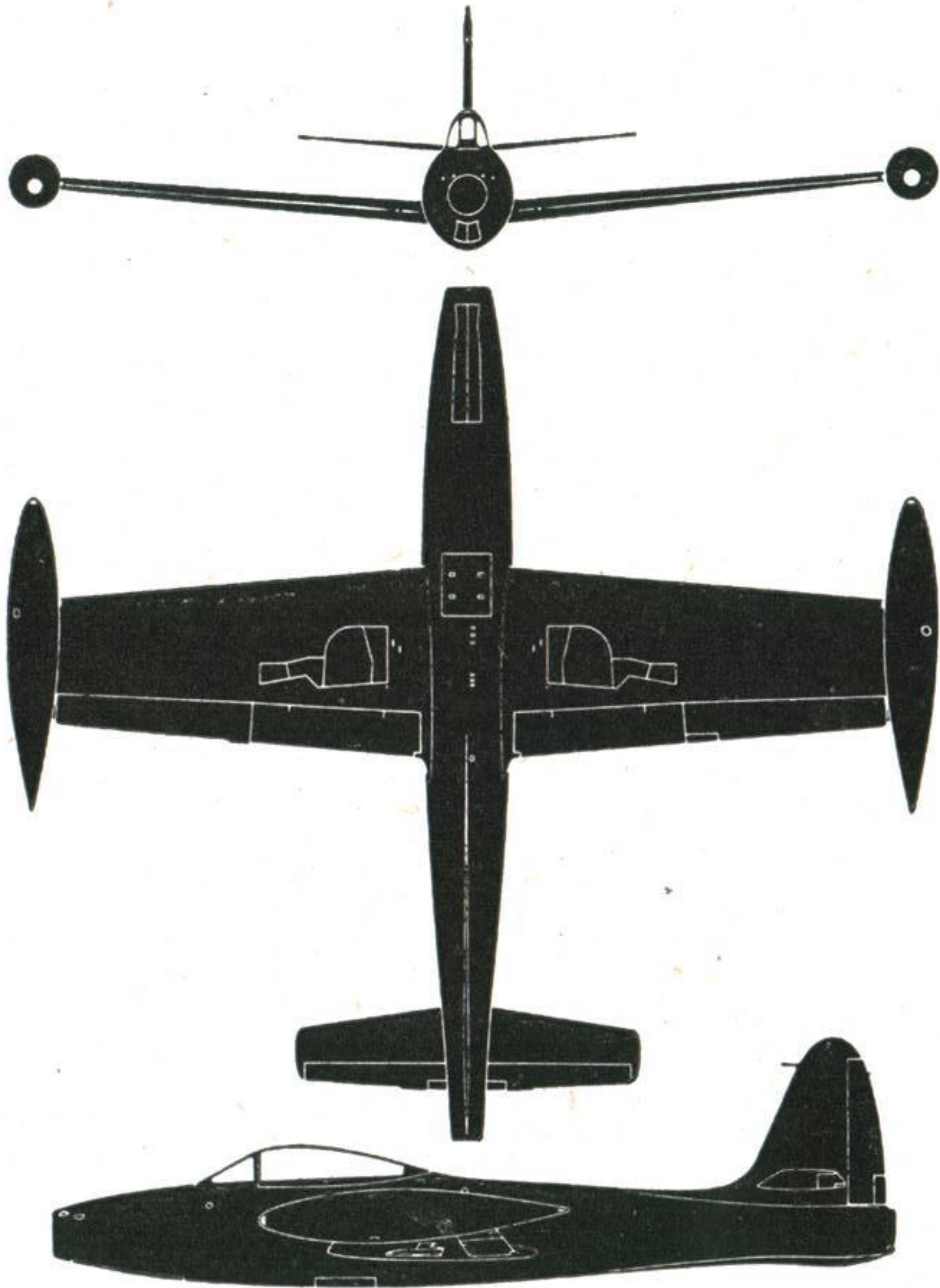
SILLOGRAPHS

Recognition Test No. 71



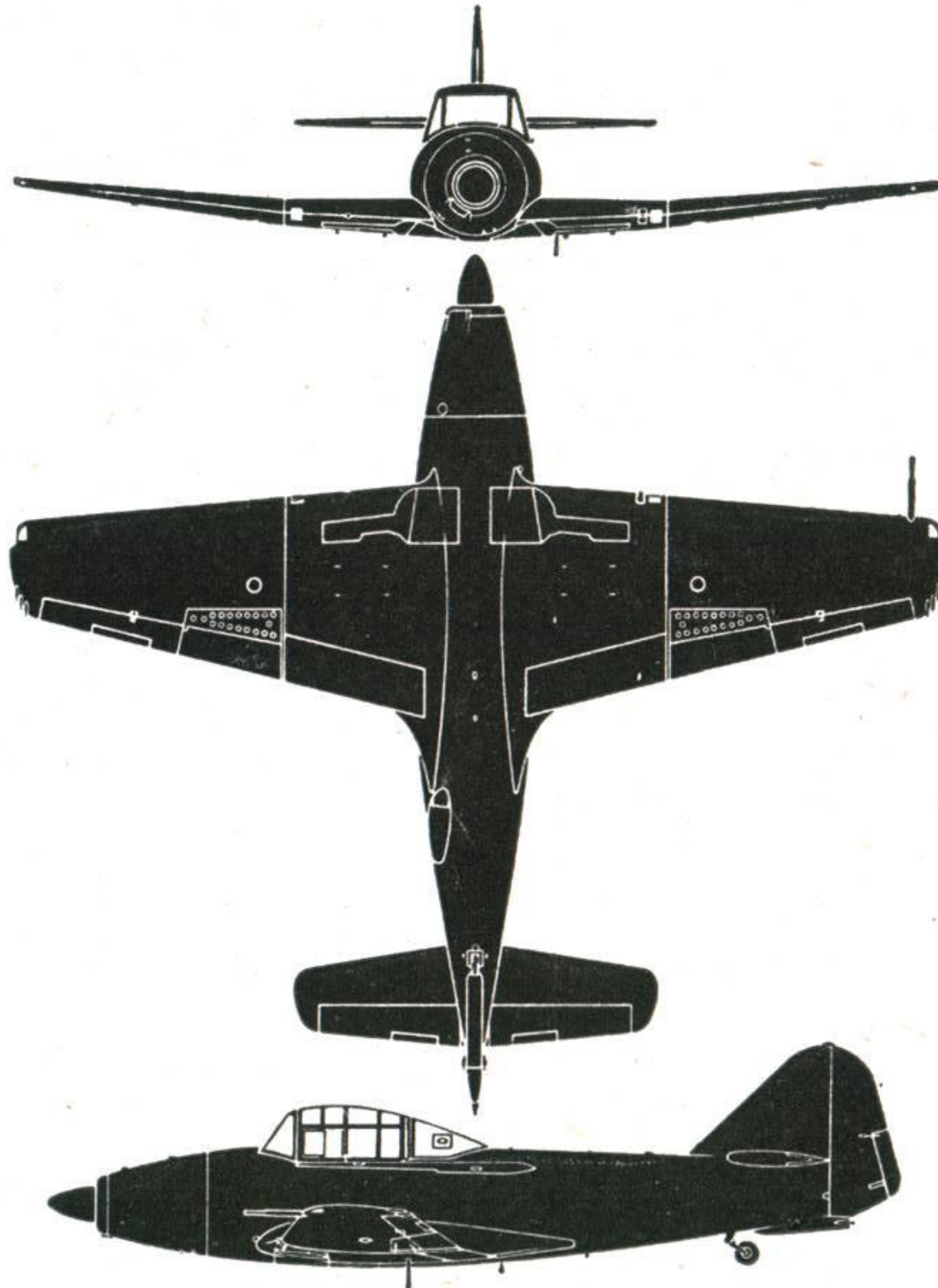
NEW and REVISED SILHOUETTES

REPUBLIC P-84



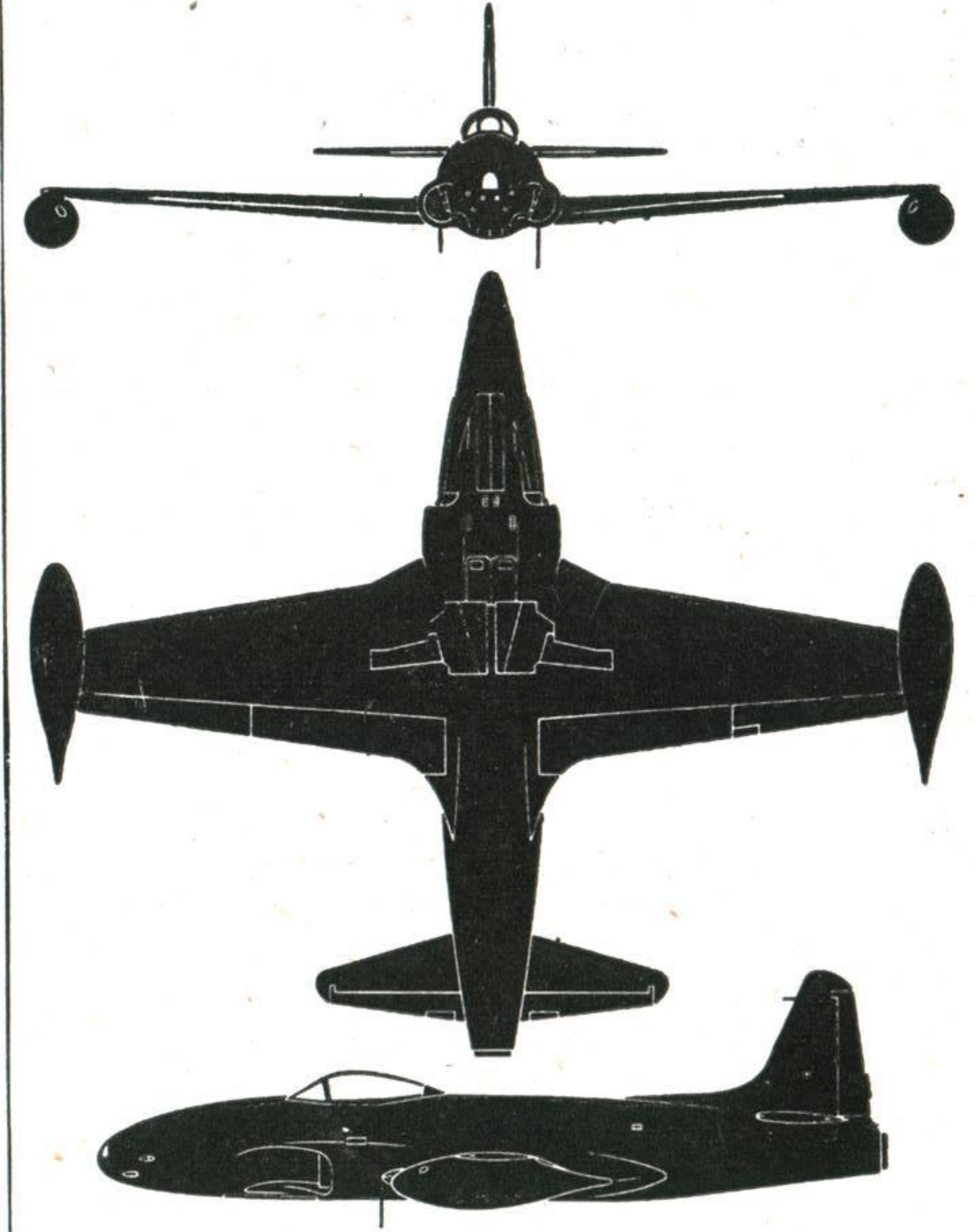
American Fighter
One TG-180 Turbojet. Span: 37ft. 6ins.
Revised Silhouette

AVRO ATHENA



British Trainer
One Mamba. Span: 40 ft.
New Silhouette

LOCKHEED P-80A



American Fighter
One G.E.1-40 Turbojet. Span: 38ft. 11ins.
Revised Silhouette

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COVER PHOTO : De Havilland Dove

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- 428. Sikorsky HO35-I
- 429. Languedoc SE. (SO) 161
- 430. F7F Tigercat
- 431. Mosquito 34
- 432. C-54 Skymaster
- 433. Sea Fury X
- 434. Latécoère 631
- 435. Dominie
- 436. Goeland
- 437. Spitfire XIX
- 438. Bellatrix SO-30R
- 439. Spitfire VIII
- 440. Sunderland
- 441. Thunderjet P-84
- 442. Constitution
- 443. Seafire

No. 70 (ADVANCED)

- | | |
|-----------------------------|--------------------|
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| 576. Languedoc SE. (SO) 161 | 588. PE-2 |
| 577. Spitfire XIV | 589. Vampire |
| 578. Brigand | 590. York |
| 579. Vampire III | 591. Lancastrian |
| 580. Chipmunk | 592. Goeland |
| 581. SAAB J21R | 593. Auster |
| | 594. Mosquito |

Vickers Viking, Martin 202, IL-12
TRICKY TRIO :

TRICKY TRIO

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- 416. MBR-2
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- 419. P-82 Twin Mustang
- 20. Viking
- 21. F9F-2 Panther



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