

THE INTER



SERVICES

AIRCRAFT RECOGNITION *Journal*



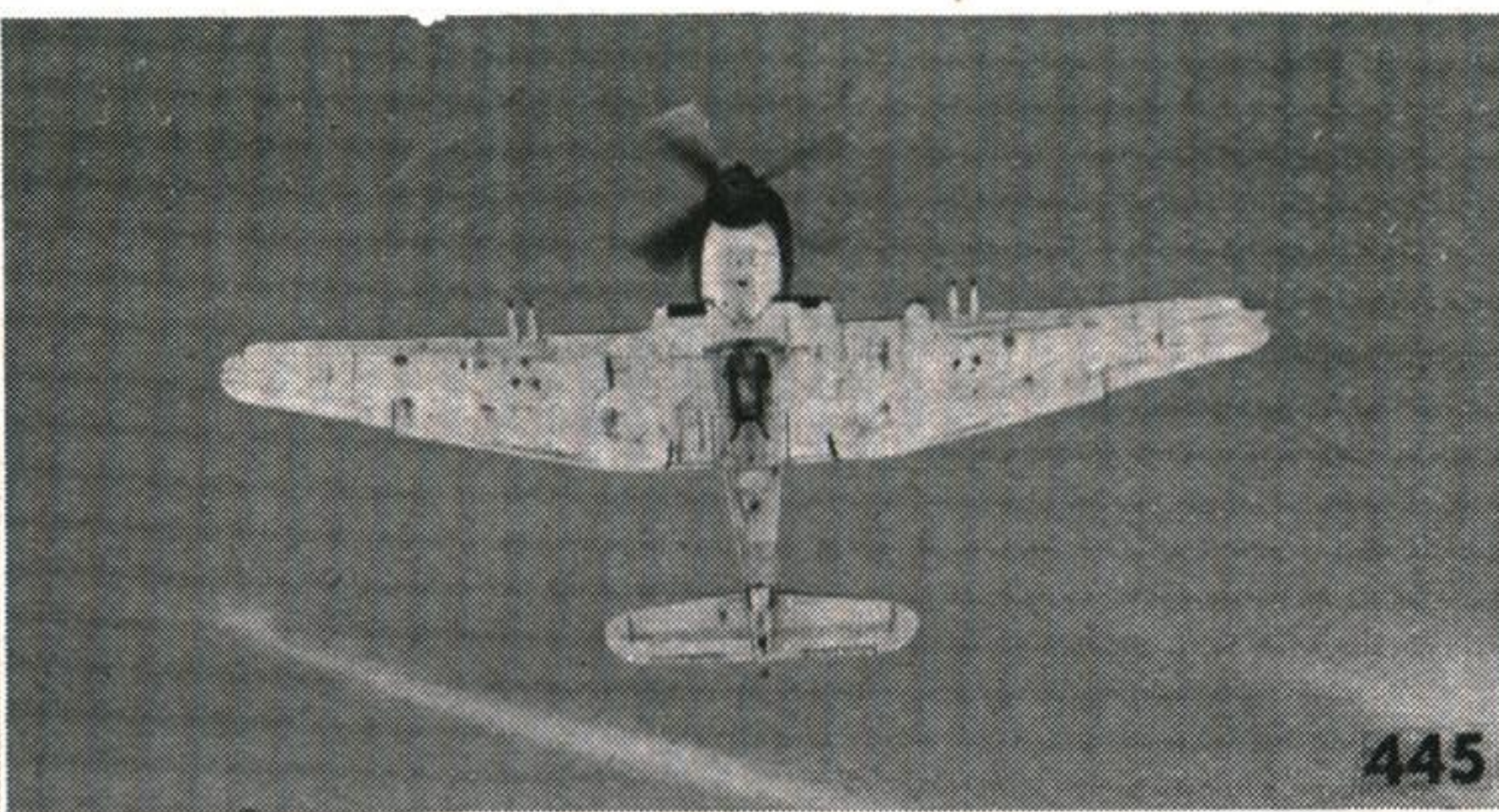
Volume 3

AUGUST 1948

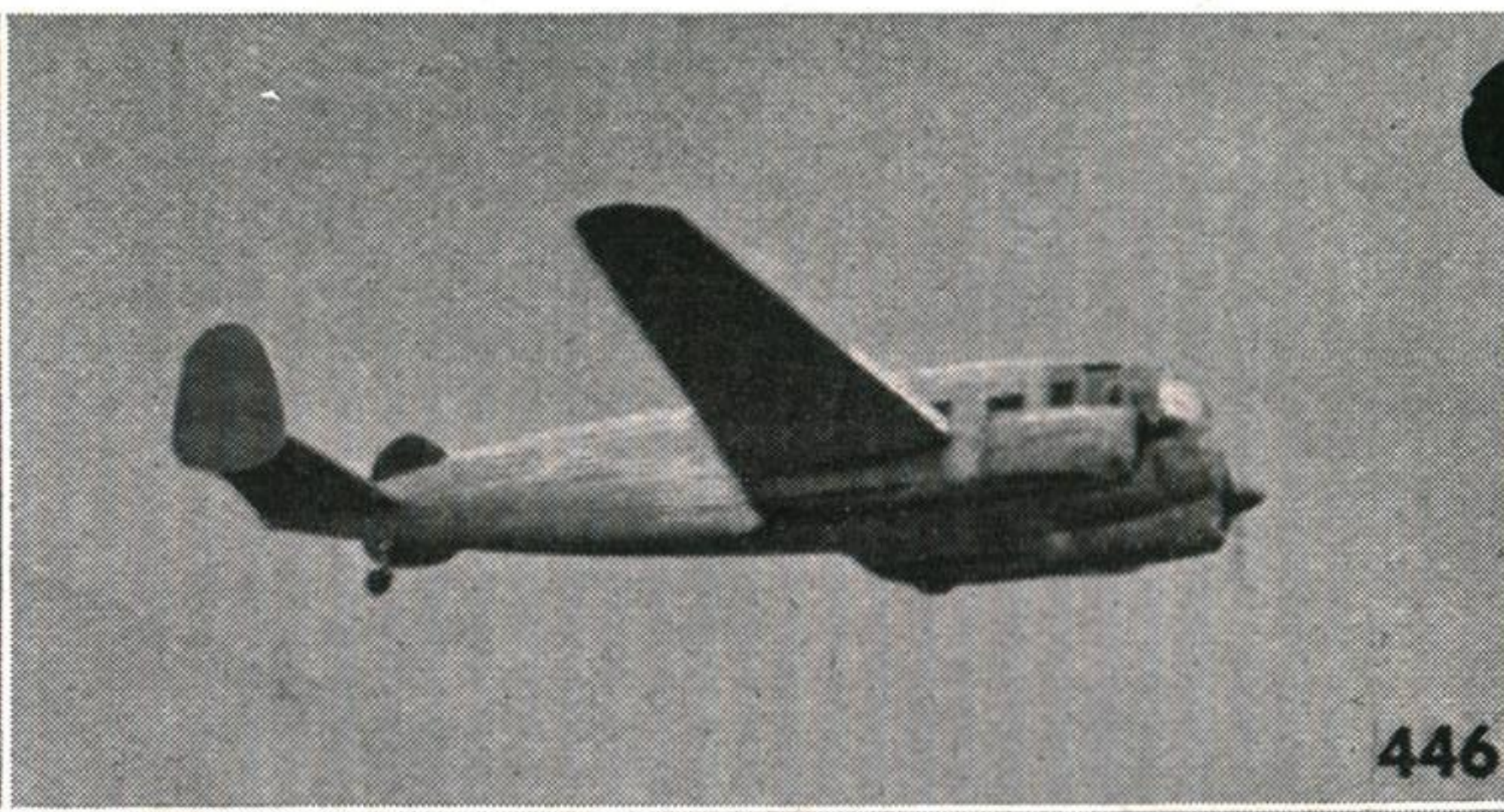
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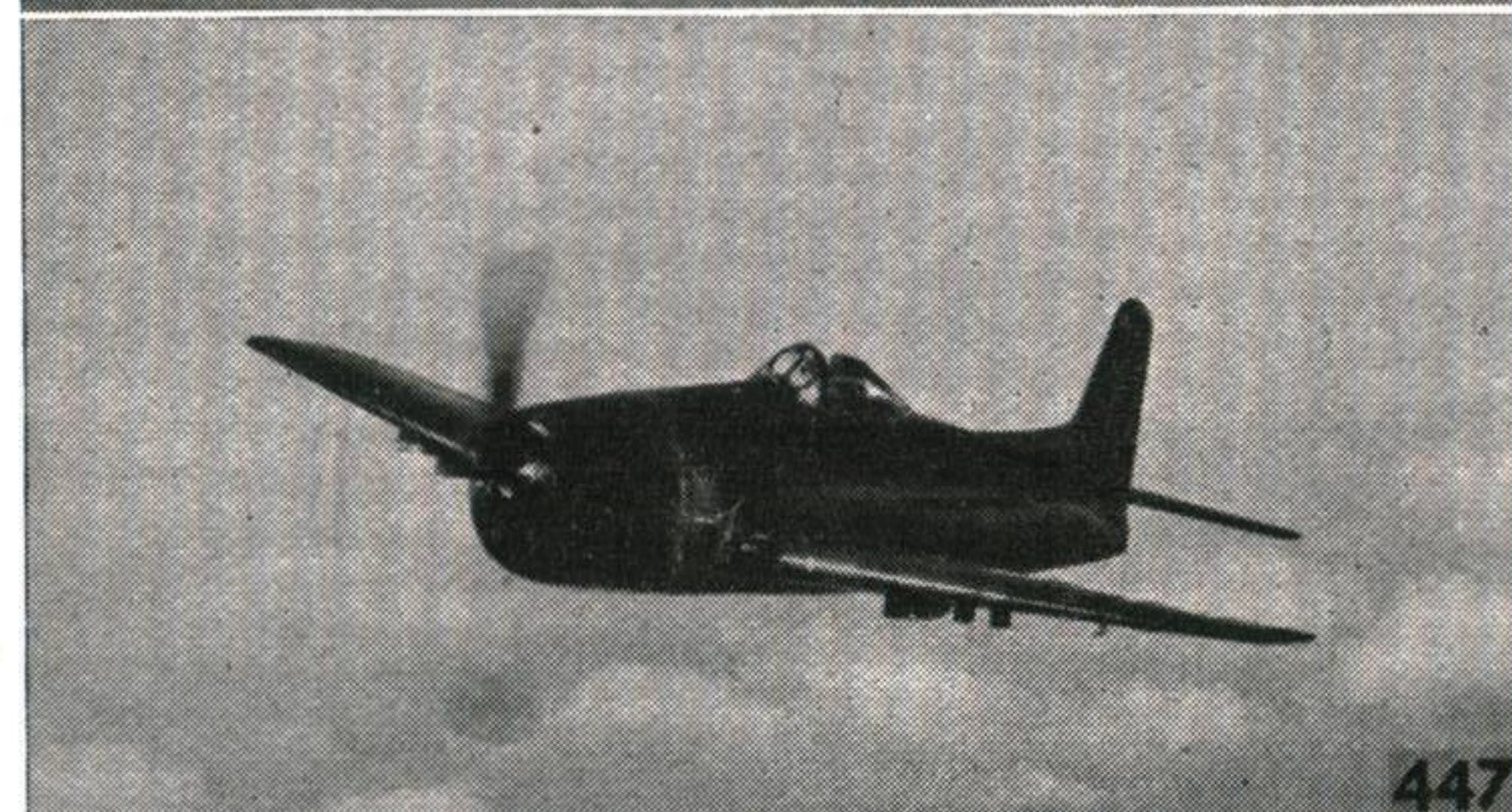
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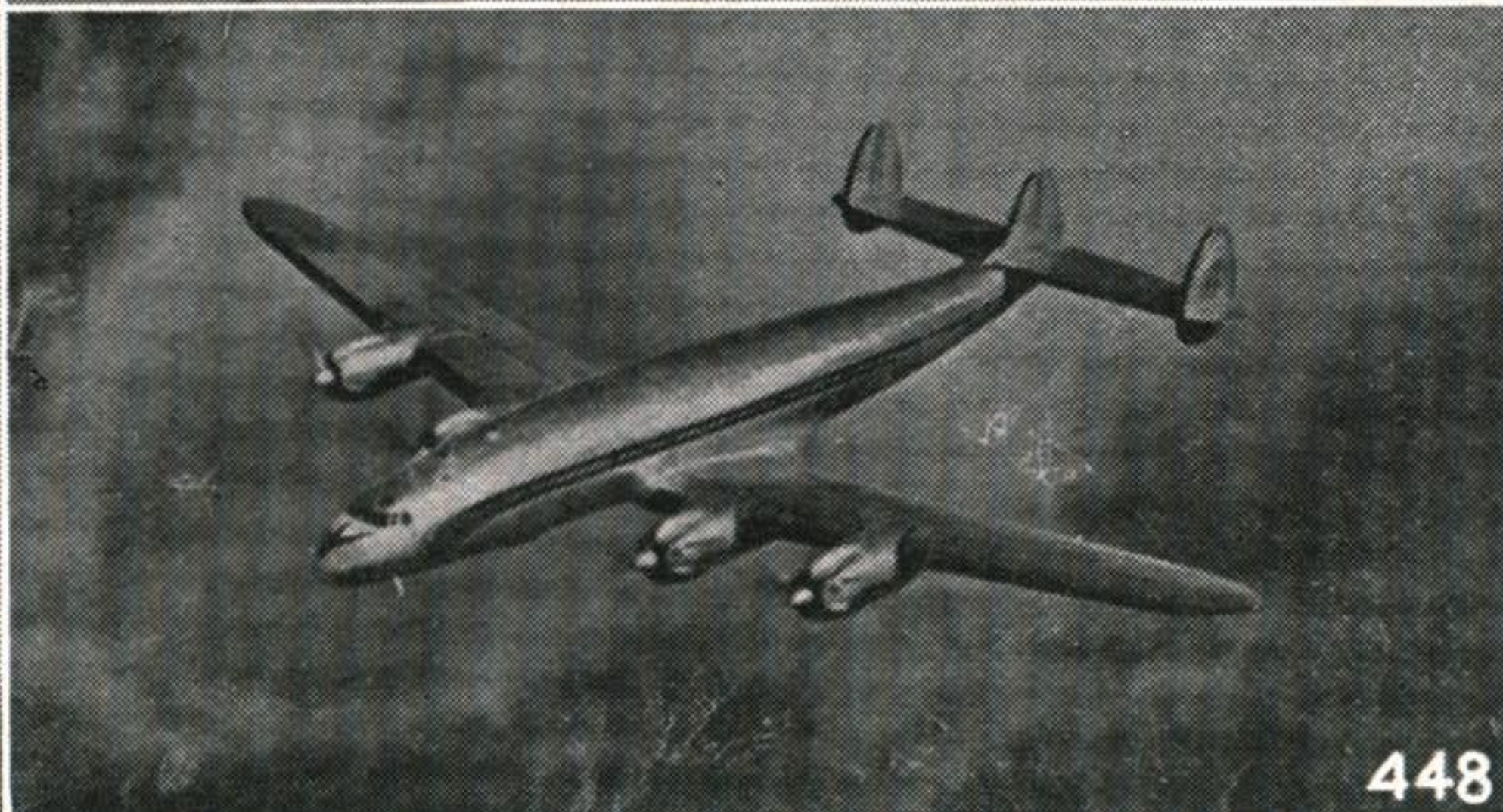
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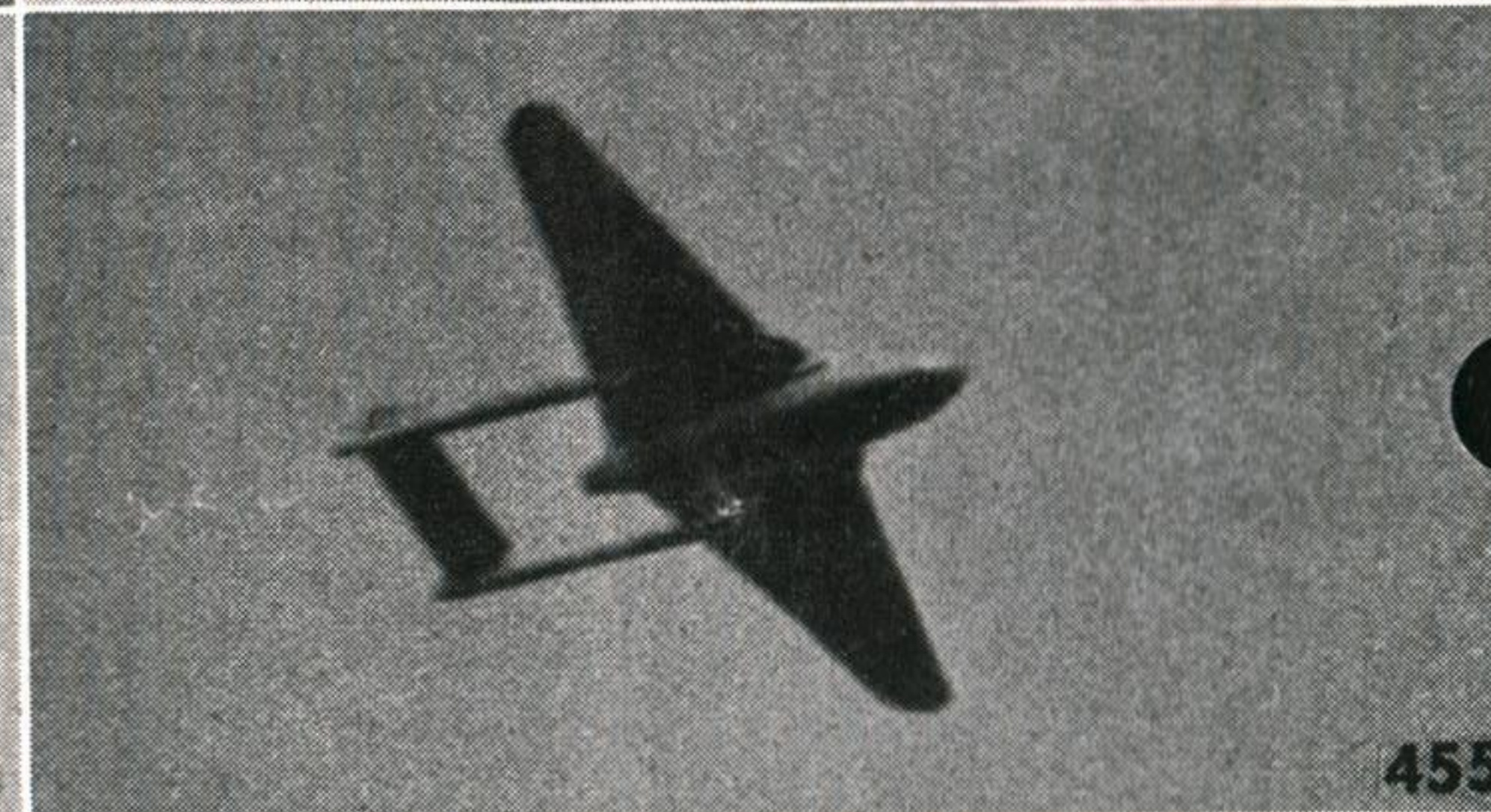
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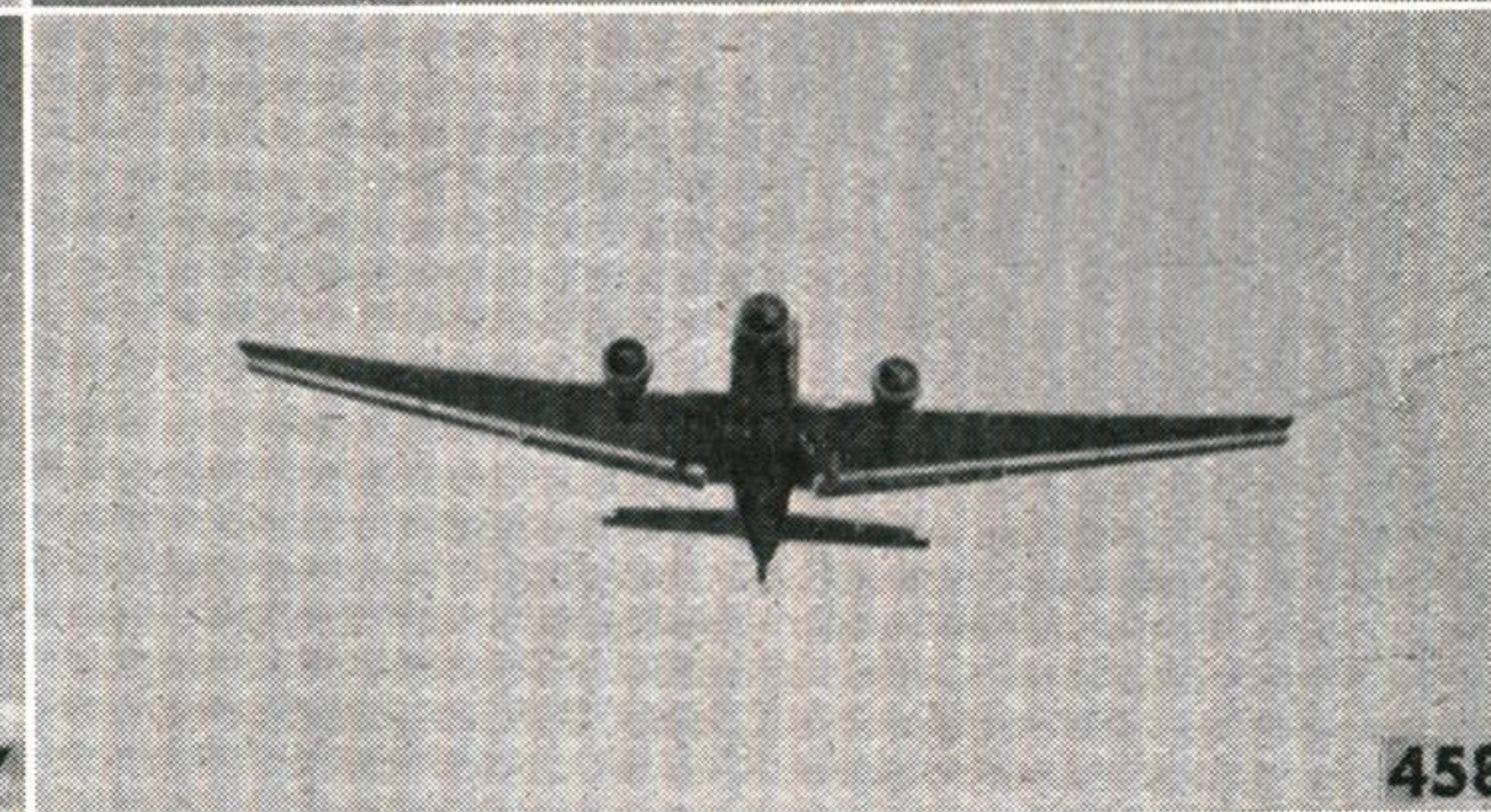
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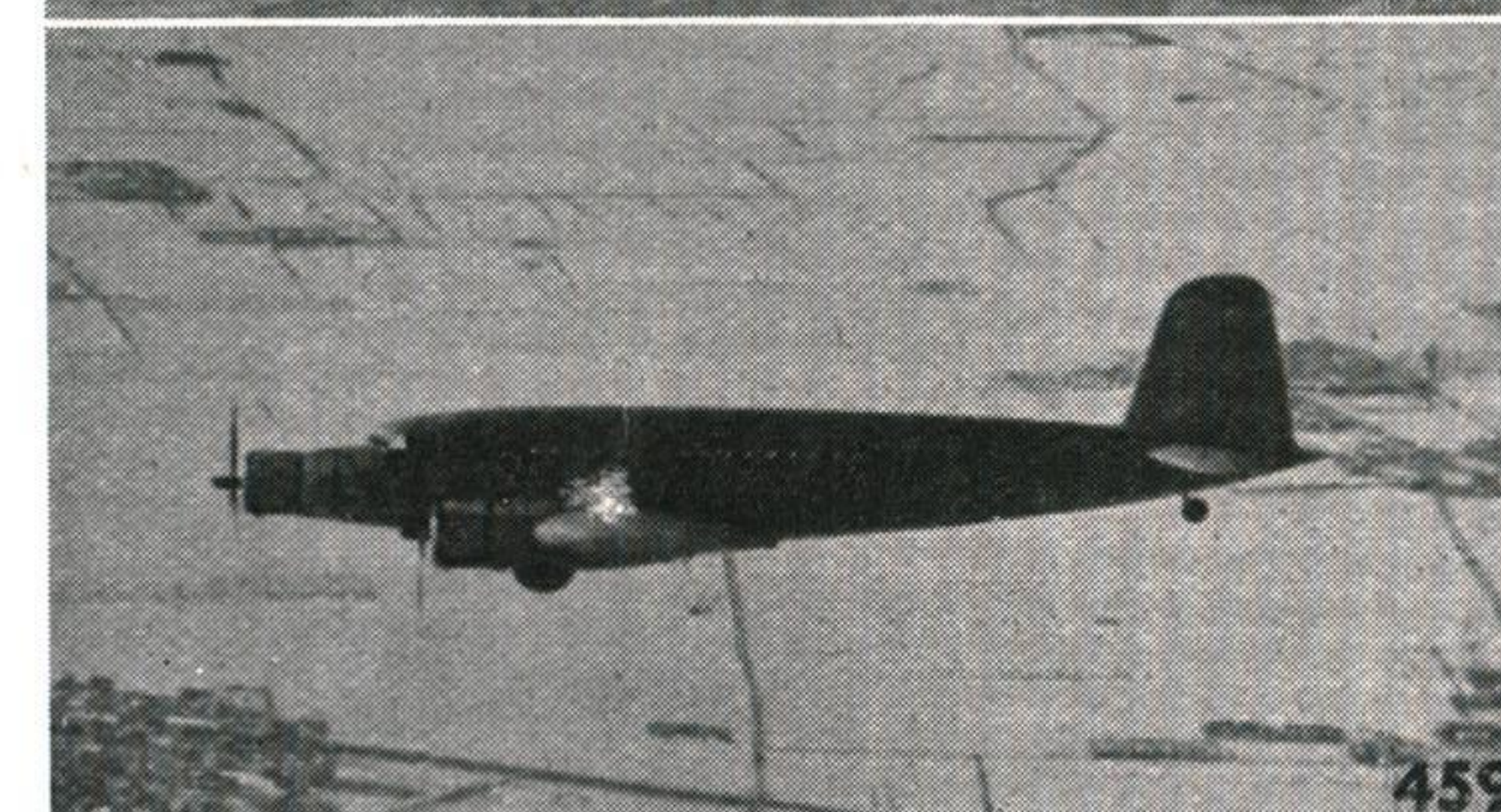
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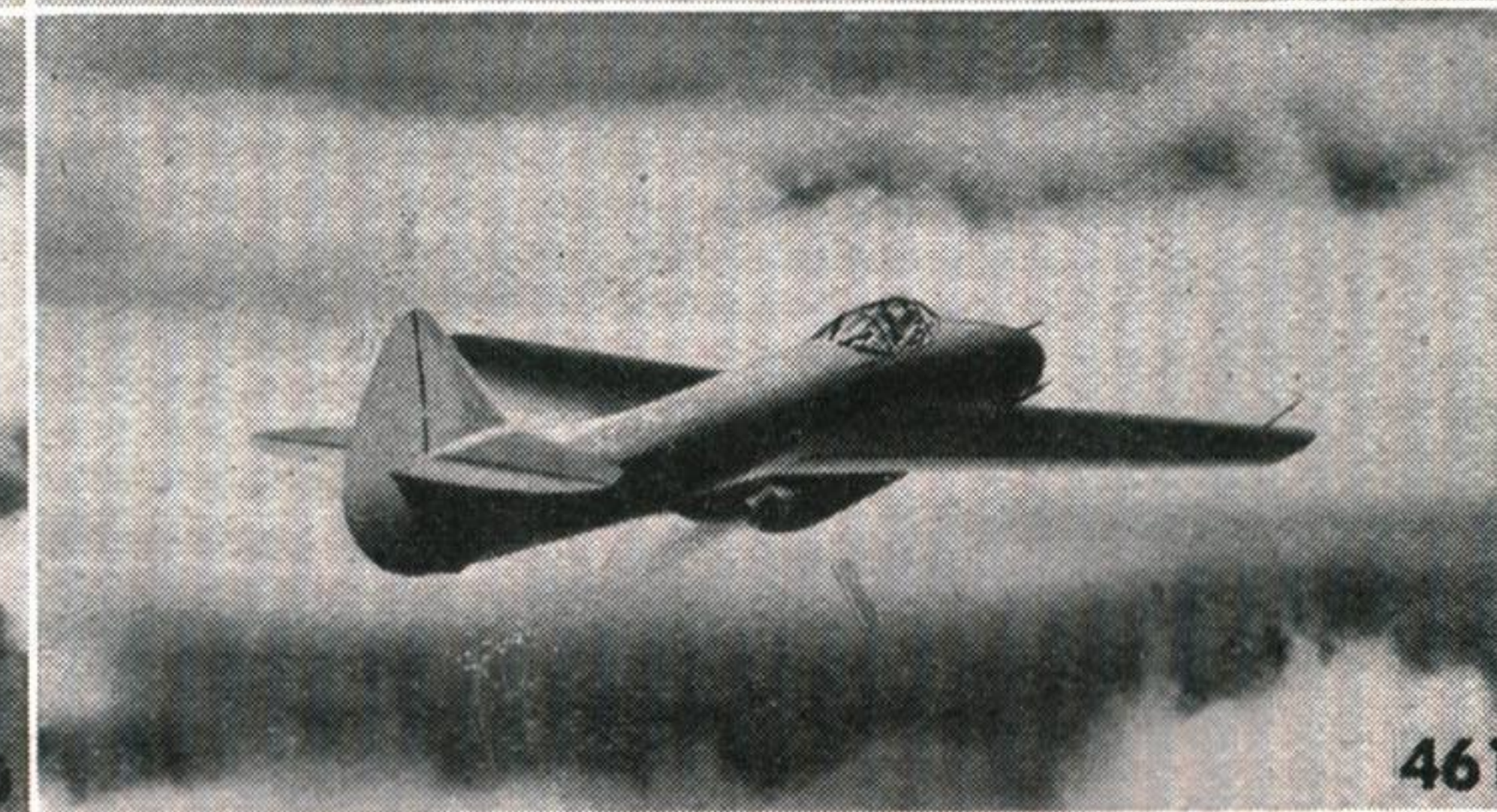
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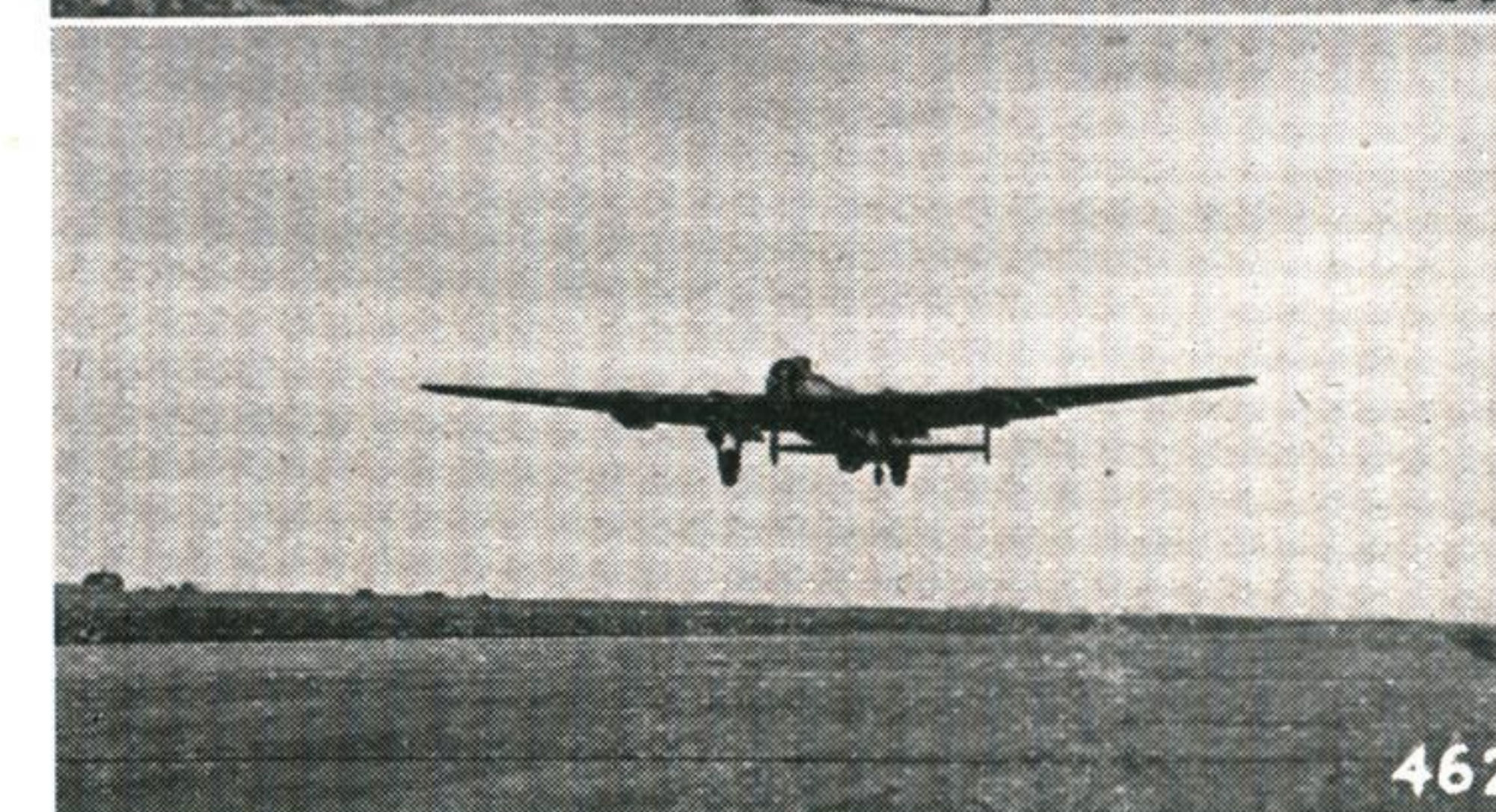
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THE INTER



SERVICES

AIRCRAFT RECOGNITION JOURNAL

Foreword

by

*Air Vice-Marshal Sir Basil E. Embry,**KBE · CB · DSO · DFC · AFC**Assistant Chief of Air Staff (Training)*

THE passage of the last few years has brought little comfort to peace-loving nations, and our training for constant vigilance must not slacken or fail. Recent announcements have given us advanced notice of a complete integration of National Defence ; so that the Services and the various civilian authorities may amalgamate into one co-ordinated machine at the first hint of an emergency.

It is against this sober background that we must set our third volume of the Inter-Services Aircraft Recognition Journal. No one supposed that the immediately-postwar years would be easy. But we must make the measure of our uncertainties the measure of our efforts, and resolve to be ready and as trained as our difficulties and shortages will allow.

Two years ago I wrote these words on this page :

“ One sometimes hears the opinion expressed that with the advent of radar and the high speeds of modern aeroplanes, accurate aircraft recognition is no longer necessary. I see no foundation for this opinion ”

In spite of the progress of aeronautical science I *still* see no foundation for such an opinion, and for every occasion today when visual aircraft recognition might not suffice there are many when it would be vital. And as far as can be foreseen, this condition will prevail. In spite of the talk of enormous altitudes and speeds faster than sound we should remember that all nations are not completely up to the scientific best and that an old-fashioned enemy might well elude all our up-to-the-minute detectors ; while the increased efficiency of radar detection, radar-A.A.-direction, and proximity fuses might combine to force an enemy down to very low altitude. At these heights and at anything approaching modern speeds, recognition must be instant and certain. At the very end of a long war the British Pacific Fleet, trying, at the Okinawa landings, to fight off Japanese suicide bombers, had such troubles with recognition that the deficiency is three times mentioned in the official despatch. If trained gun-crews, at the end of years of war, are still shooting down their own defenders, then how hard a path have we still to travel !

Only if we are well equipped, if we are absolutely ready and in good heart, can we hope to achieve the standard that modern war will require, and so only shall we be able to play our full part in the fight to preserve Peace, which is, in fact, the fight for survival.

Air Ministry.

Basil Embry.



THE HEAVY TYPES COMPARED

As a class, the heavier types of aircraft in service to-day have fairly high "confusability" factors. There are, of course, obvious notable exceptions, but where the possibility of confusion exists and when spotting them in the sky is not possible, there is no better way of learning to distinguish one from another than by reducing them to the lowest common comparative form—the three-view silhouette—and to examine them side by side.

In this and the following editions of the *Journal* we are publishing a selection of the current and more promising experimental types of the world's multi-engined heavy aircraft. They are all bombers or transports; the majority are American, and almost all have radial engines.

So that family resemblances can be seen to advantage and so that differences between confusable types can be more easily seen, they have been presented as far as possible in groups of near-similar types. Beside each one is some technical data and figures of performance, for the benefit of those who require it.

From time to time as new aircraft come out we shall publish information about them in this standardized form so that quick and easy comparative reference is possible.

B-36A

CONSOLIDATED VULTEE B-36A

DUTY : Very heavy Bomber

MOTORS : Six Pratt and Whitney Wasp Major radials of 3,000 h.p. each driving pusher airscrews

PERFORMANCE : Max. Speed : 287 m.p.h. plus (253 knots). Range : 10,000 miles (8,700 n.m.) maximum

CREW : 12, plus four relief

SPAN : 230 ft.

LENGTH : 163 ft.

REMARKS : Approximately 50 on order for U.S.A.F. Some may be used as "mother" aircraft for small parasite fighters of McDonnell XF-85 type. (See July edition of *Journal* for photo of XF-85)

DISTINGUISHING FEATURES : 6 pusher airscrews on back-swept wing; thin fuselage



CONSTELLATION

LOCKHEED C-69 CONSTELLATION

DUTY : Transport (Military and Civil)

MOTORS : Four Wright Duplex Cyclone radials of 2,500 h.p. each

PERFORMANCE : Max. Speed : 331 m.p.h. (290 knots). Range : 4,020 miles (3,500 n.m.)

CREW : Five

PASSENGERS : Up to 64

SPAN : 123 ft.

LENGTH : 95 ft.

REMARKS : The Constellation is flying on almost all of the World's regular air routes, and in the U.S.A.F. and U.S. Navy as a transport

DISTINGUISHING FEATURES : Triple fins and rudders





XB-47

BOEING XB-47 STRATOJET

DUTY : Heavy Bomber

MOTORS : Six TG-180 Turbojets of 4,000 lbs. s.t. each

PERFORMANCE : No details available, but aircraft is thought easily capable of 500 m.p.h. (440 knots) and press reports speak of a range of 2,000 miles (1,740 n.m.)

CREW : Not known

SPAN : 116 ft.

LENGTH : 108 ft.

REMARKS : At present undergoing trials in which performance is said to be an improvement upon estimates

DISTINGUISHING FEATURES : Swept-wing; twin-twin-jet power packs; single jet units at wing-tips



XC-99

CONSOLIDATED VULTEE XC-99

DUTY : Transport (Military)

MOTORS : Six Pratt and Whitney Wasp Major radials of 3,000 h.p. each, driving pusher airscrews

PERFORMANCE : Max. Speed : 287 m.p.h. (253 knots) plus. Range : 8,050 miles (7,000 n.m.)

CREW : Five, plus five relief

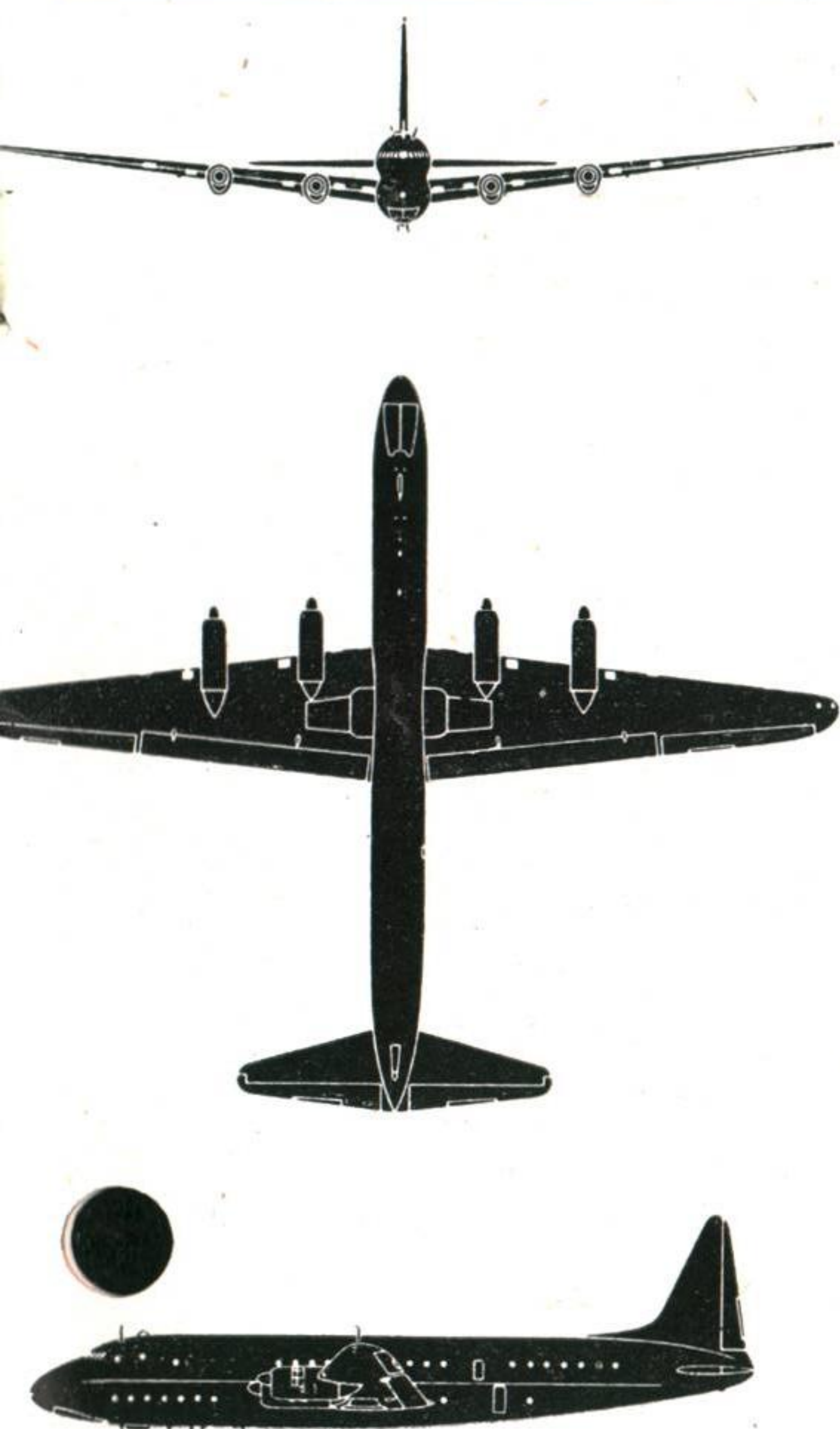
PASSENGERS : Up to 400 troops

SPAN : 230 ft.

LENGTH : 182 ft.

REMARKS : Prototype flying

DISTINGUISHING FEATURES : 6 pusher airscrews on back-swept wing; thick fuselage



CONSTITUTION

LOCKHEED XR-60 CONSTITUTION

DUTY : Transport (Military)

MOTORS : Four Pratt and Whitney Wasp Major radials of 3,500 h.p. each

PERFORMANCE : Max. Speed : 287 m.p.h. (253 knots). Range : 6,320 miles (5,500 n.m.)

CREW : Nine, plus three relief

PASSENGERS : 168

SPAN : 189 ft. 1 in.

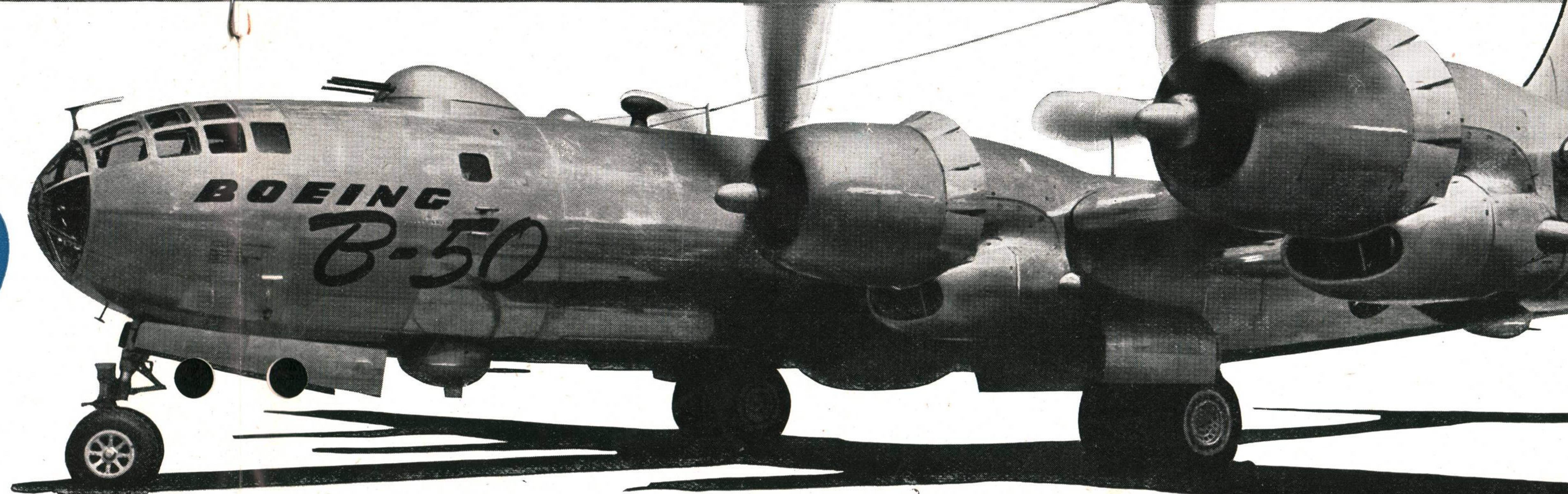
LENGTH : 156 ft. 1 in.

REMARKS : Prototypes only flying at present



(Photo by Harold G. Martin)

BOEING B-50



B-29

BOEING B-29 SUPERFORTRESS

DUTY : Heavy Bomber

MOTORS : Four Wright Cyclone radials of 2,200 h.p. each

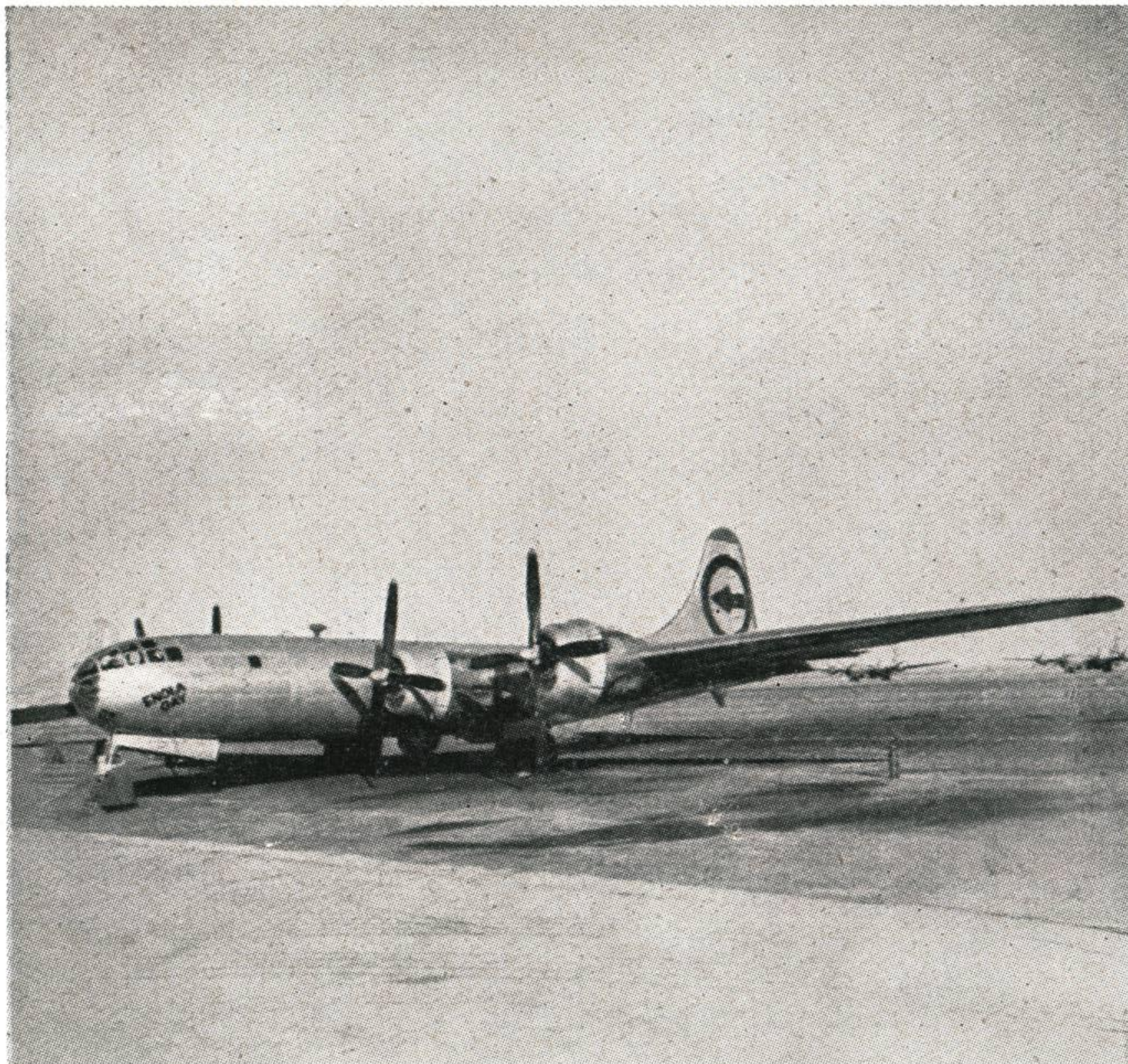
PERFORMANCE : Max. Speed : 345 m.p.h. (304 knots). Range : 3,450 miles (3,000 n.m.)

CREW : Ten

SPAN : 141 ft. 3 in.

LENGTH : 99 ft. 1 in.

REMARKS : A very large number of these aeroplanes are in existence ; they are to be seen in all parts of the World in the service of the U.S.A.F. Aircraft shown here, "Enola Gay", dropped first atom bomb on Japan, at Hiroshima



TU-70

TUPOLEV TU-70

DUTY : Transport

MOTORS : Four radials of about 2,200 h.p. each (probably Russian built Wright Duplex Cyclones)

PASSENGERS : 72

SPAN : 141 ft. 3 in.

LENGTH : 119 ft.

REMARKS : It is thought that the TU-70 is being built in large numbers

DISTINGUISHING FEATURES : Longer nose and narrower chord fin and rudder than B-29 or B-50



C-97

BOEING C-97 STRATOCRUISER AND STRATOFREIGHTER

DUTY : Transport (Military and Civil)

MOTORS : Four Pratt and Whitney Wasp Major radials of 3,500 h.p. each

PERFORMANCE : Cruising Speed : 302 m.p.h. (265 knots). Range : 3,340 miles (2,900 n.m.)

CREW : 12

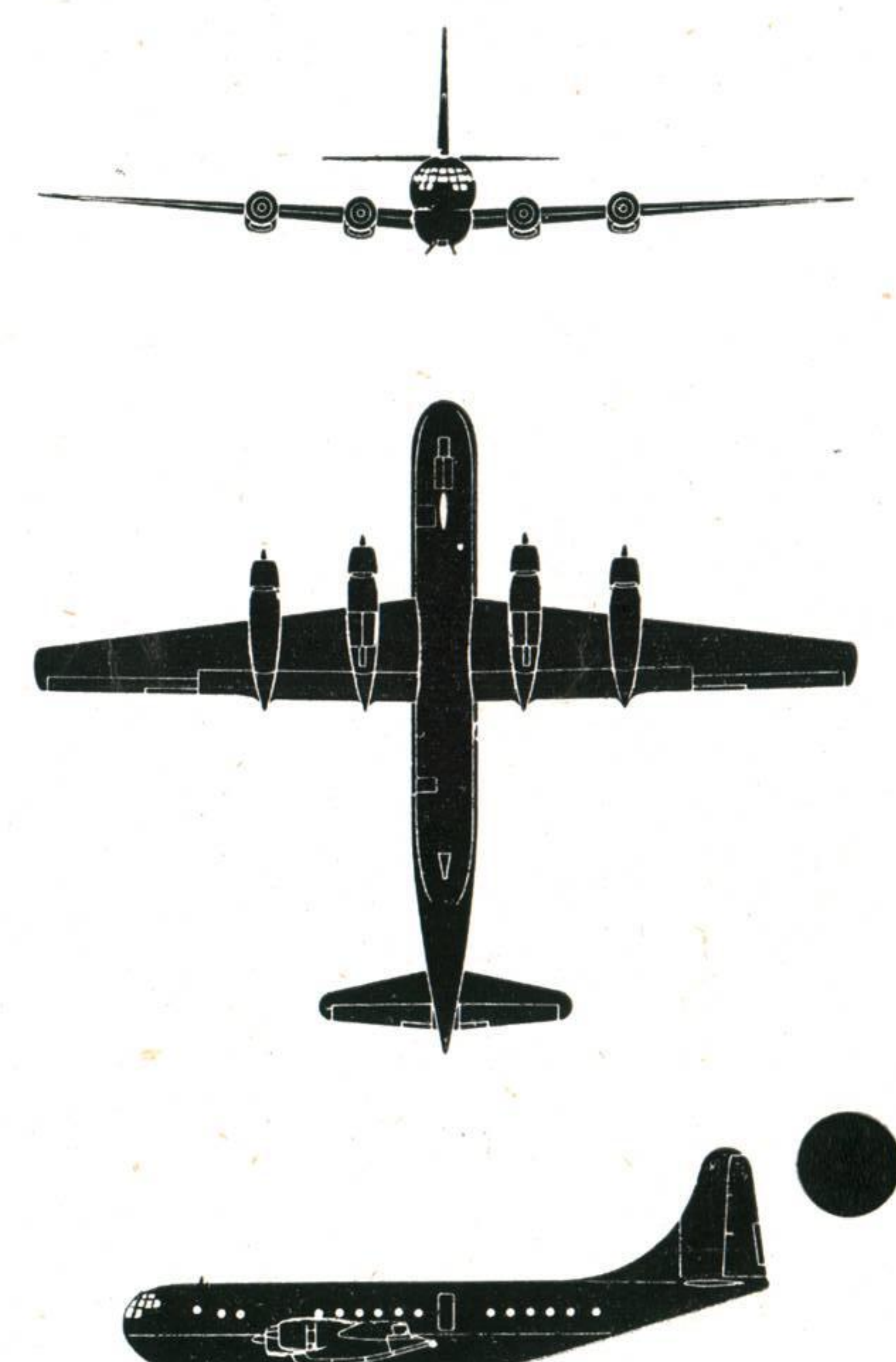
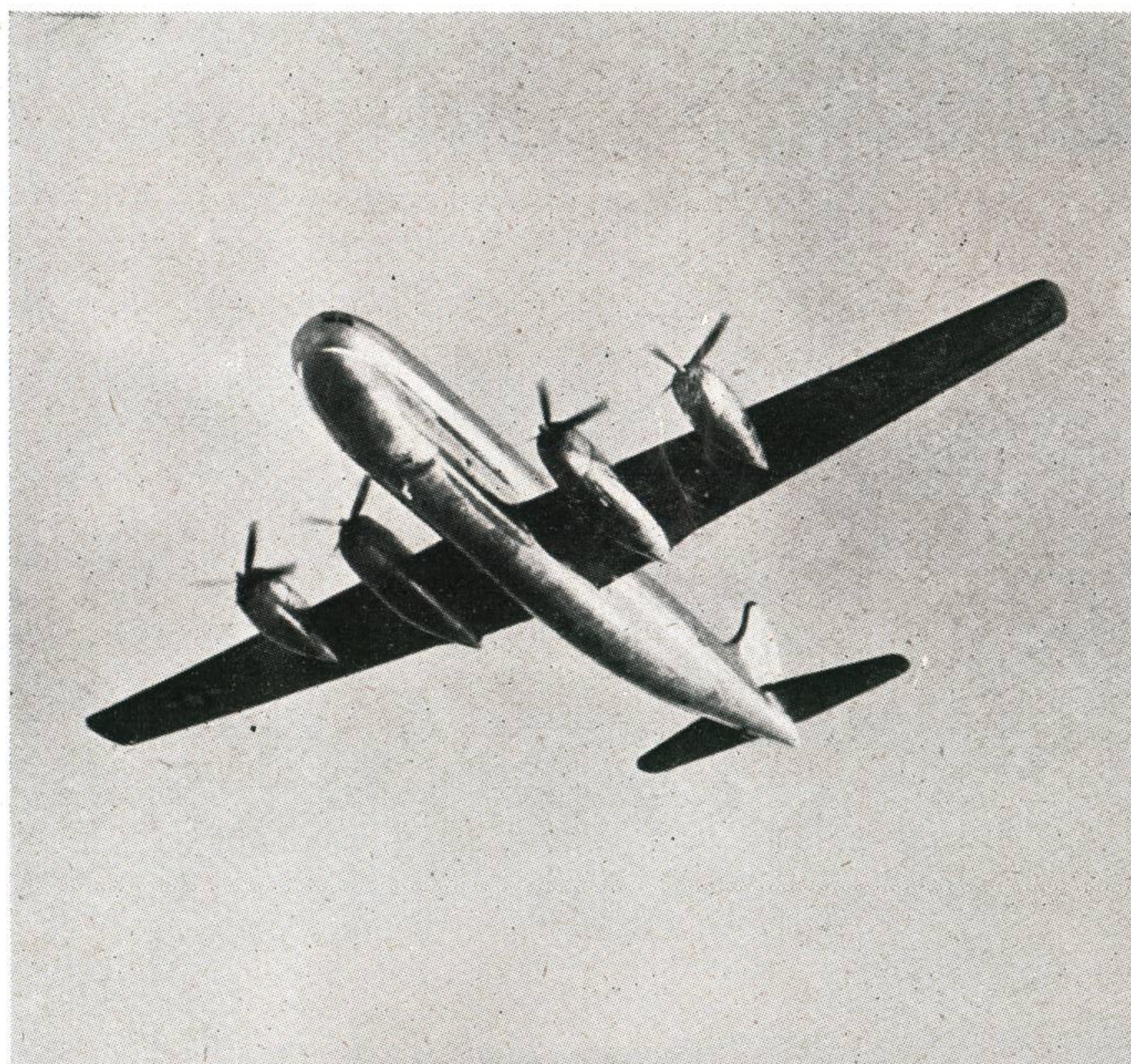
PASSENGERS : Stratocruiser—up to 114 ; C-97—134 troops

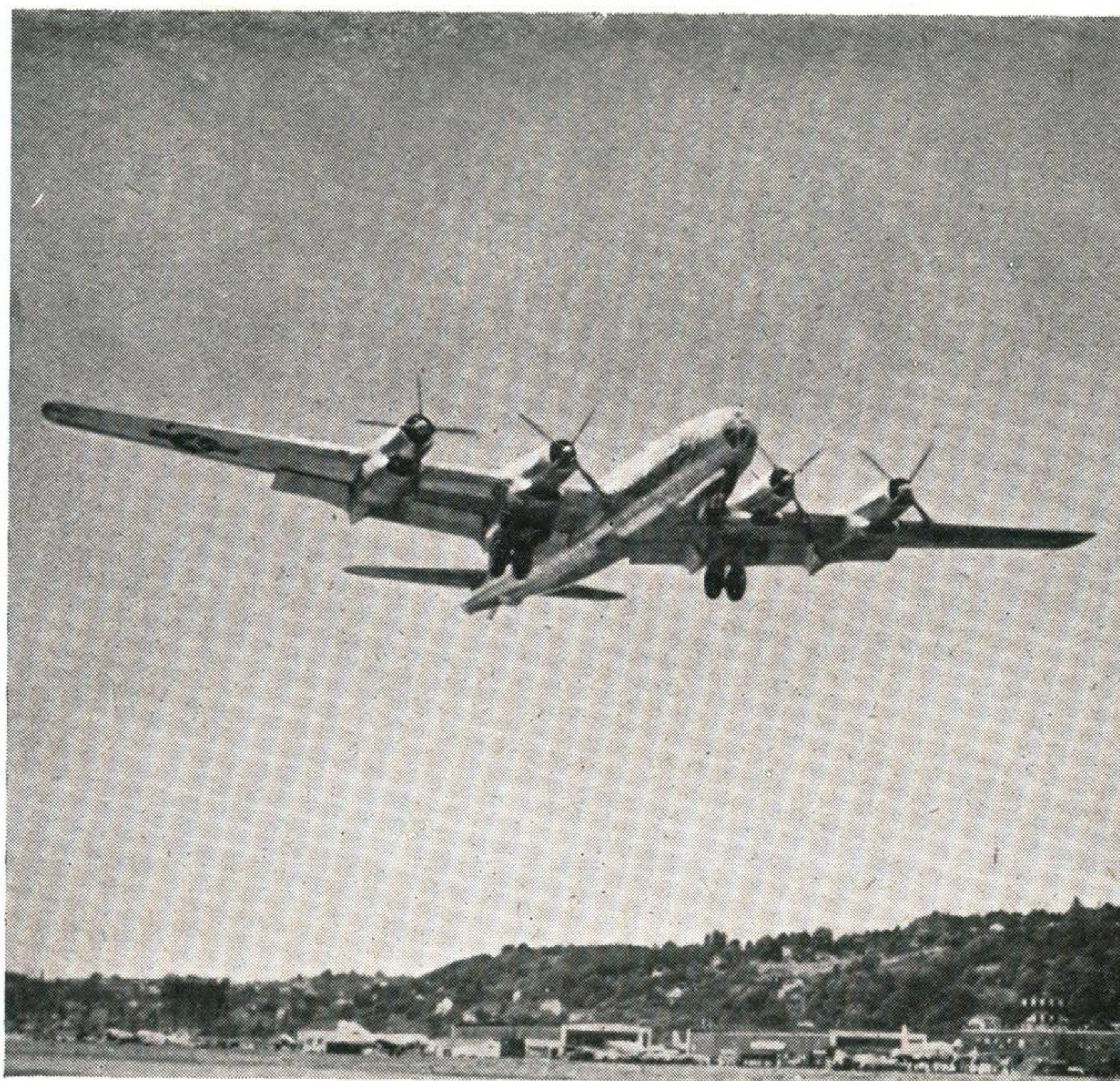
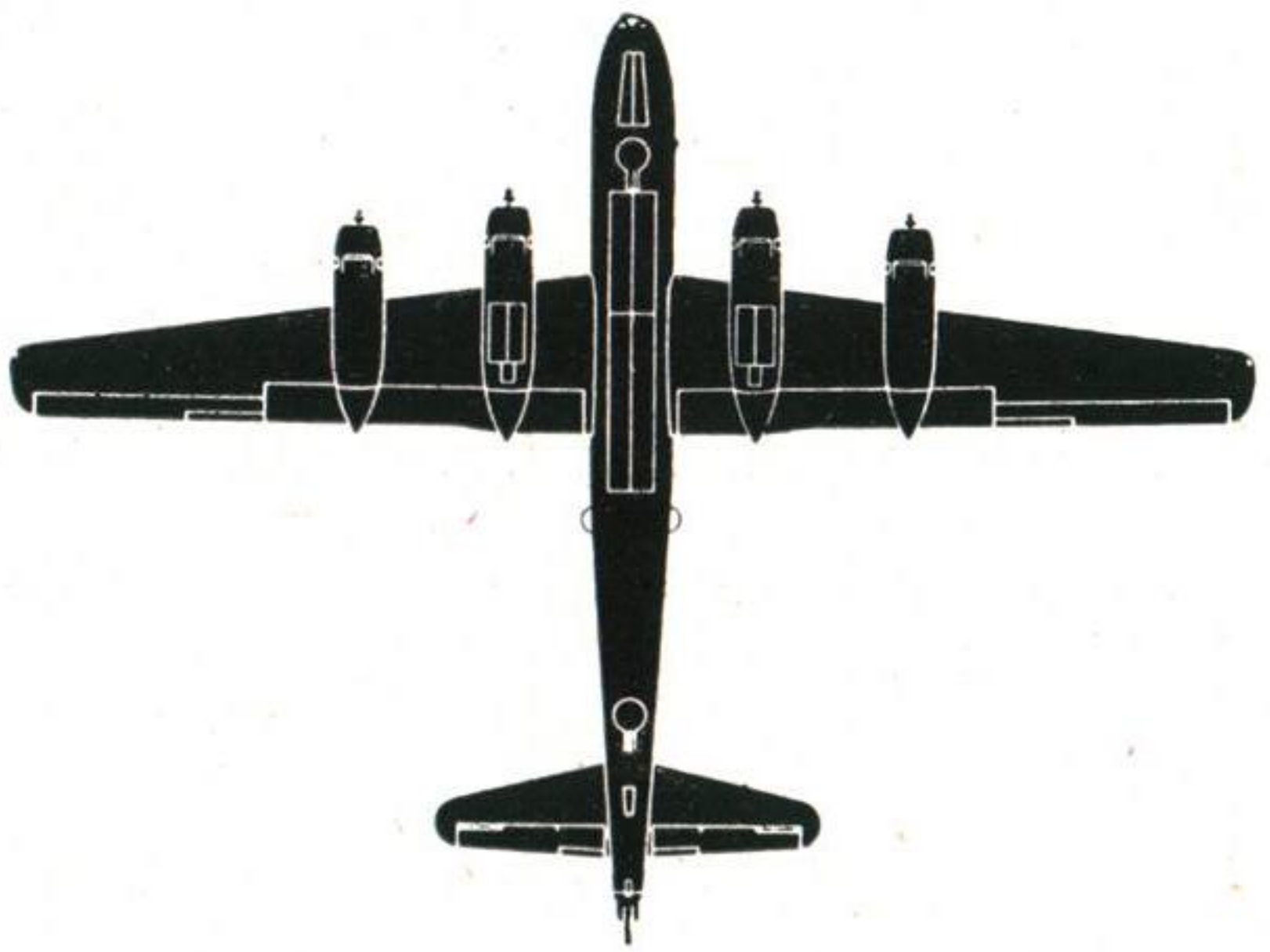
SPAN : 141 ft.

LENGTH : 110 ft.

REMARKS : 27 C-97s are on order for the U.S.A.F., and several Stratocruisers and Stratofreighters for airline operators including B.O.A.C.

DISTINGUISHING FEATURES : very tall fin and rudder





B-50

BOEING B-50 SUPERFORTRESS

DUTY : Heavy Bomber

MOTORS : Four Pratt and Whitney Wasp Major radials of 3,500 h.p. each.

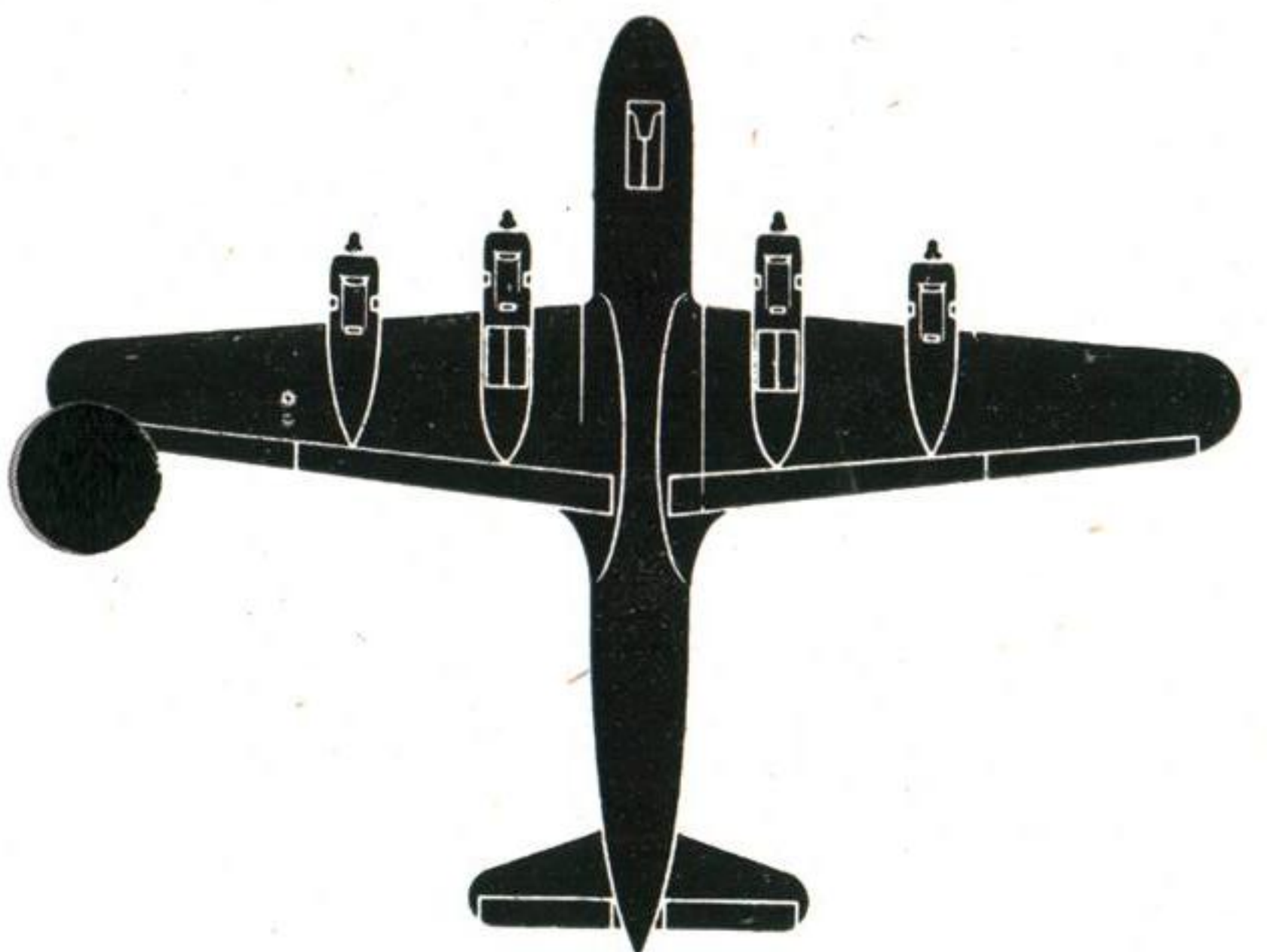
PERFORMANCE : Max. Speed : 404 m.p.h. (356 knots). Range : 5,000 miles (4,350 n.m.)

CREW : Nine, plus one relief

SPAN : 141 ft. 3 in.

LENGTH : 99 ft.

REMARKS : Roughly 215 are on order, but it is not certain how many already exist. Press reports speak of a B-50 transport development



IL-18

ILYUSHIN IL-18

DUTY : Transport (Civil)

MOTORS : Four ASH-82 radials of 1,800 h.p. each

PERFORMANCE : Max. Speed : 300 m.p.h. (264 knots). Range : 2,500 miles (2,175 n.m.)

CREW : Possibly five or six

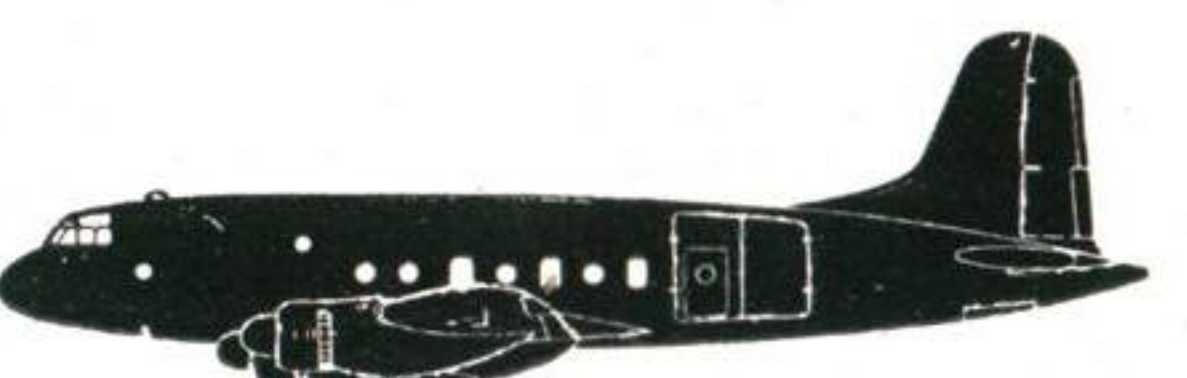
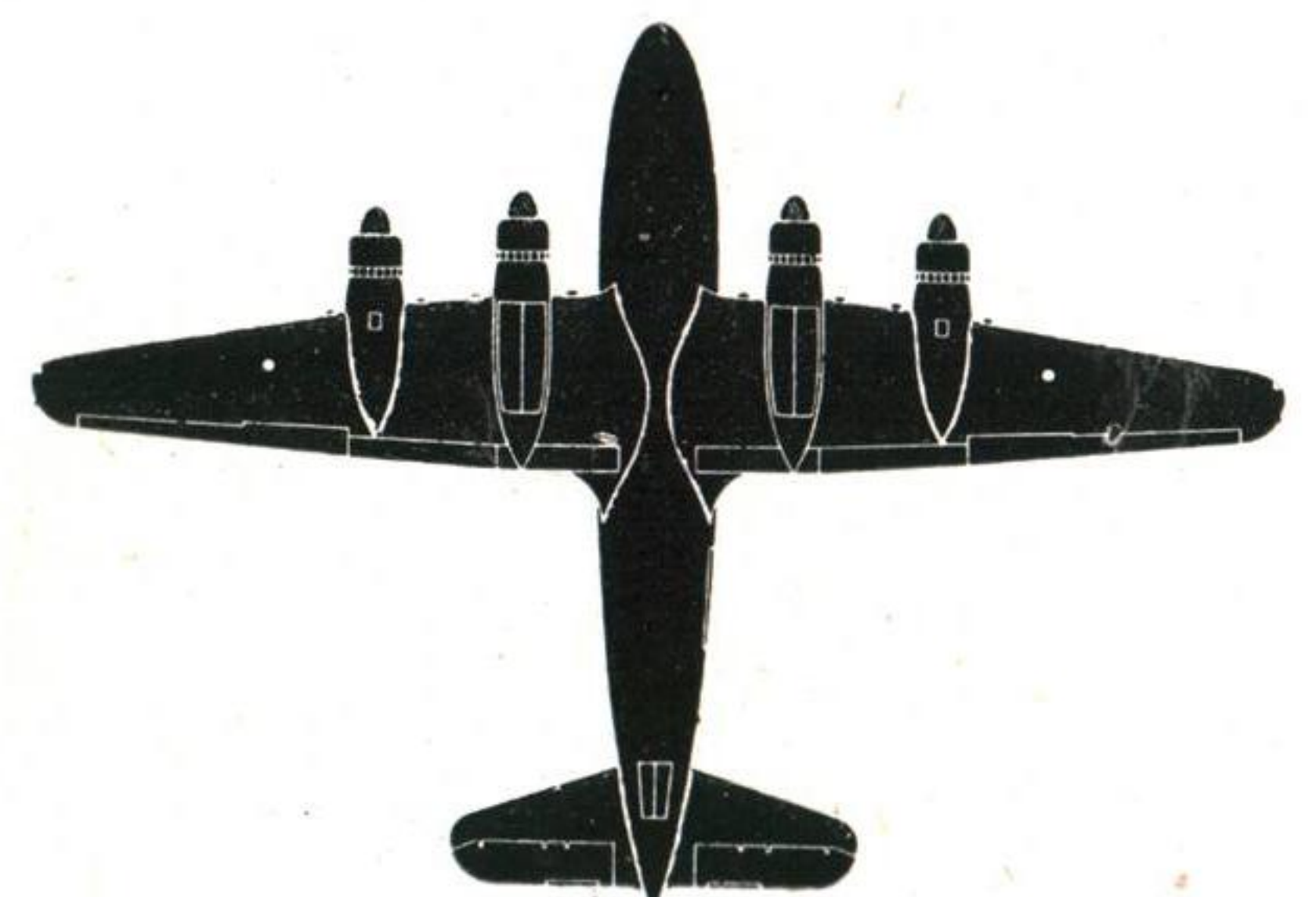
PASSENGERS : 64

SPAN : 110 ft.

LENGTH : 88 ft.

DISTINGUISHING FEATURES: Narrower chord fin and rudder, and smaller tail-plane than Hastings

(Three-view drawing by courtesy of *The Aeroplane Spotter*)



HASTINGS

HANDLEY PAGE H.P. 68 HASTINGS

DUTY : Transport (Military)

MOTORS : Four Bristol Hercules radials of 1,675 h.p. each

PERFORMANCE : Max. Speed : 345 m.p.h. (304 knots). Range : 4,320 miles (3,750 n.m.)

CREW : Five

PASSENGERS : 50 fully-equipped soldiers

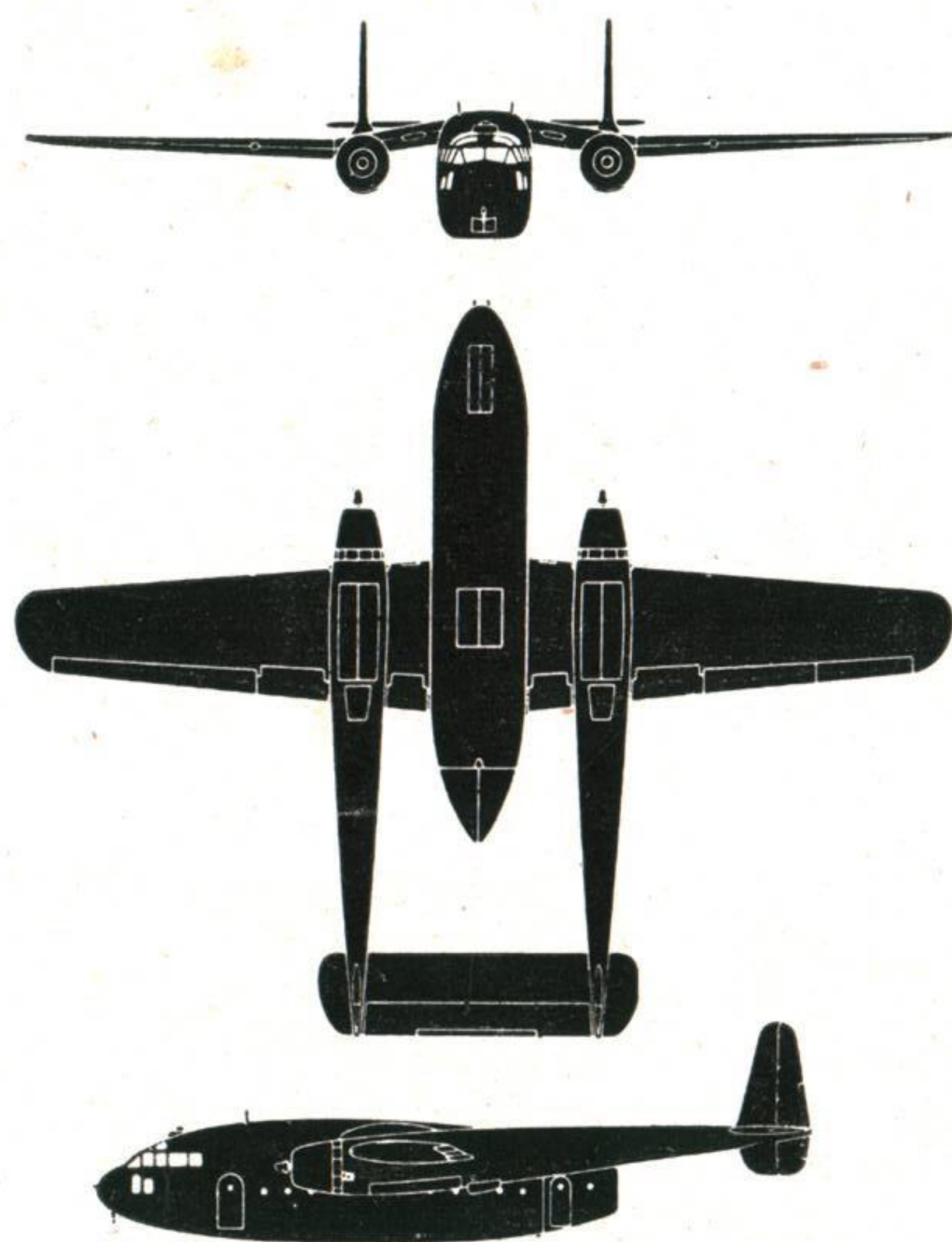
SPAN : 113 ft.

LENGTH : 95 ft. 6 ins.

REMARKS : Now coming into service with R.A.F.

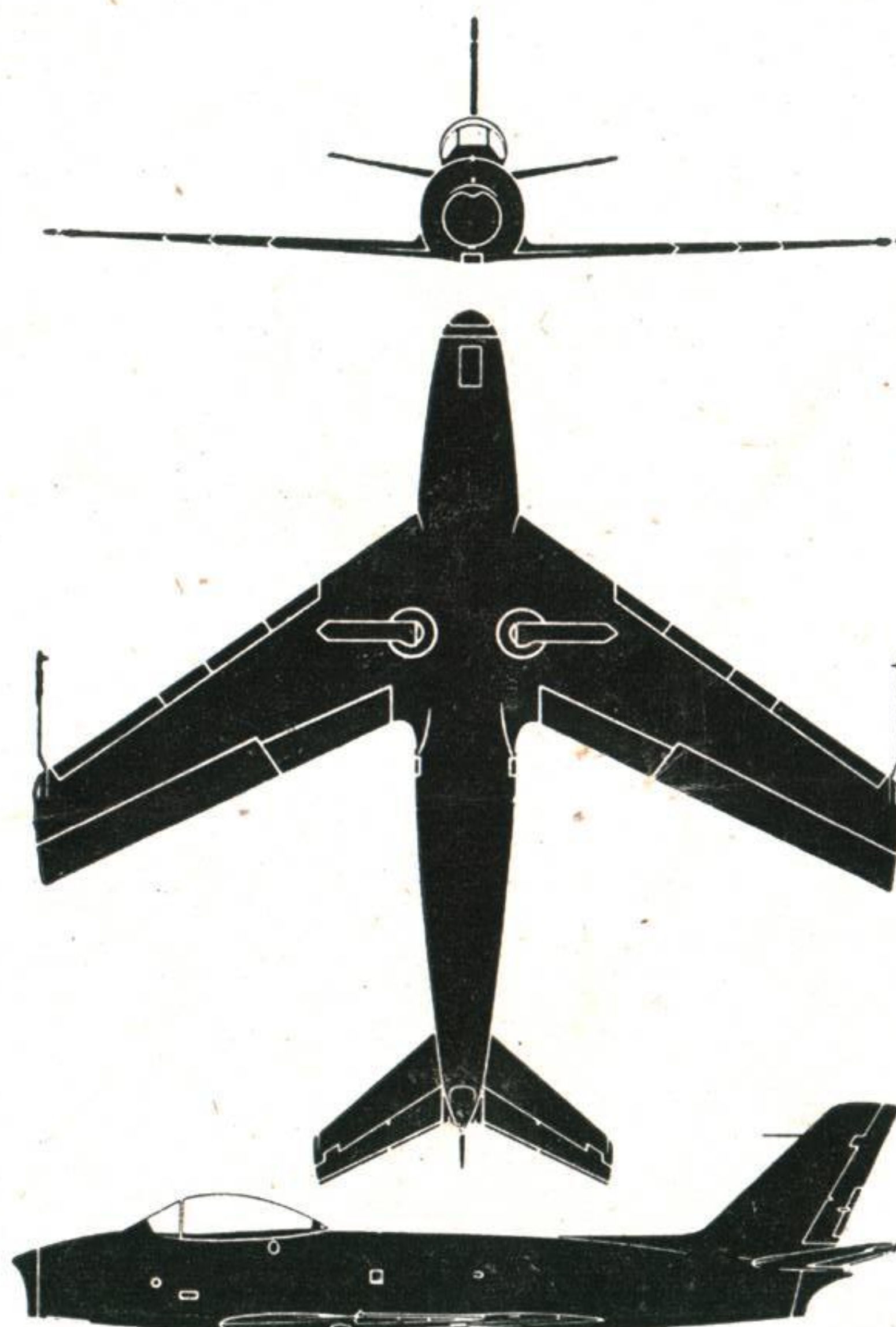
NEW and REVISED SILHOUETTES

FAIRCHILD C-119B



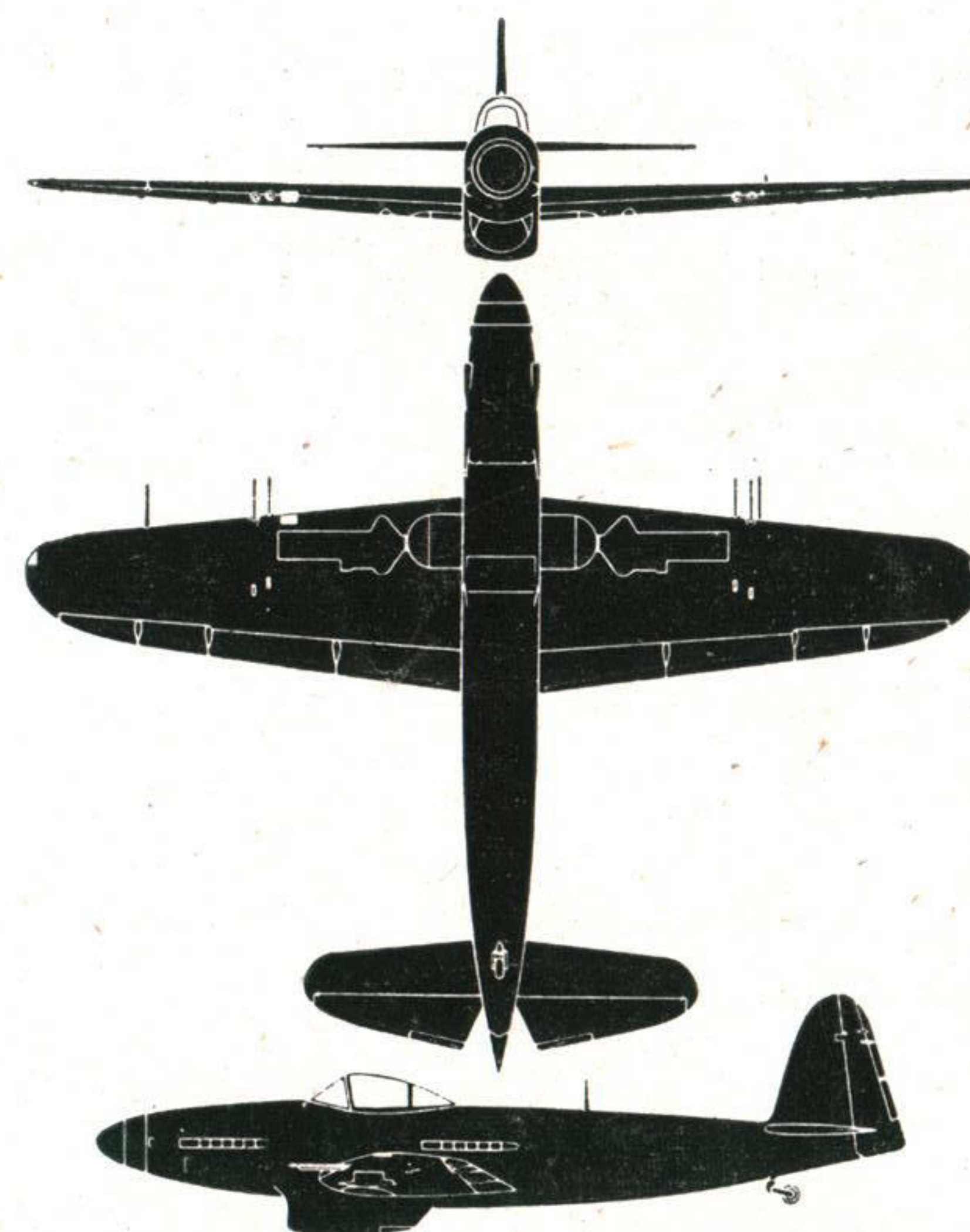
American Transport
2 P & W R 4360 radials. Span: 106 ft. 6 ins.
New Silhouette

NORTH AMERICAN F-86A



American Fighter
1 TG-180 Turbojet. Span: 37 ft. 1 in.
New Silhouette

ARSENAL VB-10



French Fighter
2 Hispano-Suiza HS127. Span: 50 ft. 9 ins.
Revised Silhouette

COVER PHOTO ; Convair B-36A

NO. 72 (ELEMENTARY)

444. Anson 19
445. Firebrand 5
446. NC 701 (Siebel 204D)
447. F8F-1 Bearcat
448. Constellation
449. Globemaster
450. Sea Hornet 21
451. Viking I
452. Seafire 17
453. Beaufighter 10
454. Constellation
455. Vampire
456. Dove
457. Prentice
458. Ju 52
459. Fiat G 212
460. Meteor 4
461. Mig 9
462. Lincoln
463. York and Lincoln
464. Auster

NO. 73 (ADVANCED)

595. Lincoln
596. Vampire I
597. Widgeon
598. P.108
599. Spitfire 22
600. Tempest 2
601. Hastings
602. Drover
603. Firebrand 5
604. F4U-4 Corsair
605. Oxford
606. Prentice
607. Seafire 17
608. Firefly 4
609. Dakota
610. F-80 Shooting Star
611. Viking
612. F7F-3N Tigercat
613. Sea Hornet
614. Sea Fury
615. B-17 Fortress
616. Constellation
617. PE-2
618. Valetta
619. Savoia S.M.95

S.B.A.C. DISPLAY—Correction

It is regretted that the June *Journal* reported the annual exhibition and display at Farnborough as from Sept. 5th—10th. The correct dates are from Tuesday, 7th Sept. until Sunday 12th Sept.

NO. 74 (NOSES)

1. Constellation
2. Marathon
3. Chipmunk
4. P.108
5. SO-30R-2
6. Hermes 2
7. A.W.52
8. Vampire 3
9. Freighter 10
10. S.M. 95
11. B-29 Superfortress
12. Fiat G. 12
13. Meteor 4
14. E. 10/44 Attacker
15. IL-12
16. S.E. (S.O.) 161
17. Mig 9
18. Prentice
19. Dove
20. Sea-Otter

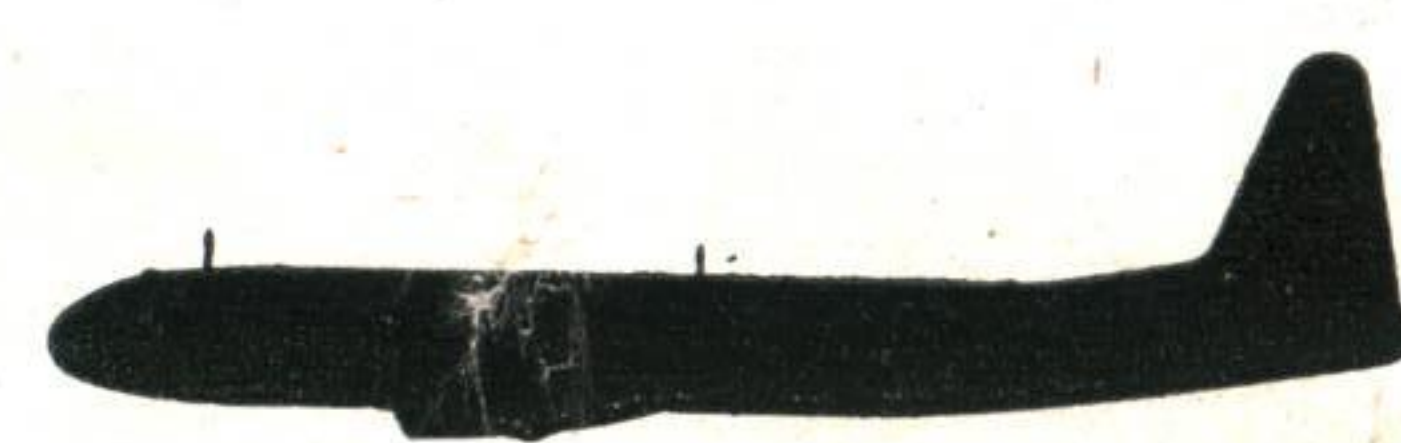
SILLOGRAPHS (Page 3)

- | | |
|--------------|-----------|
| Blenheim IV | Gladiator |
| Spitfire | Hurricane |
| Lancaster | Lysander |
| Mosquito | Halifax |
| Tempest VI | Lincoln |
| York | Hornet |
| Vampire I | Meteor IV |
| Sea Attacker | D.H.108 |
| N.7/46 | A.W.52 |

TRICKY TRIO II

(Left to right): Hastings, Hermes, DC-4, IL-18.

TRICKY TRIO II



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