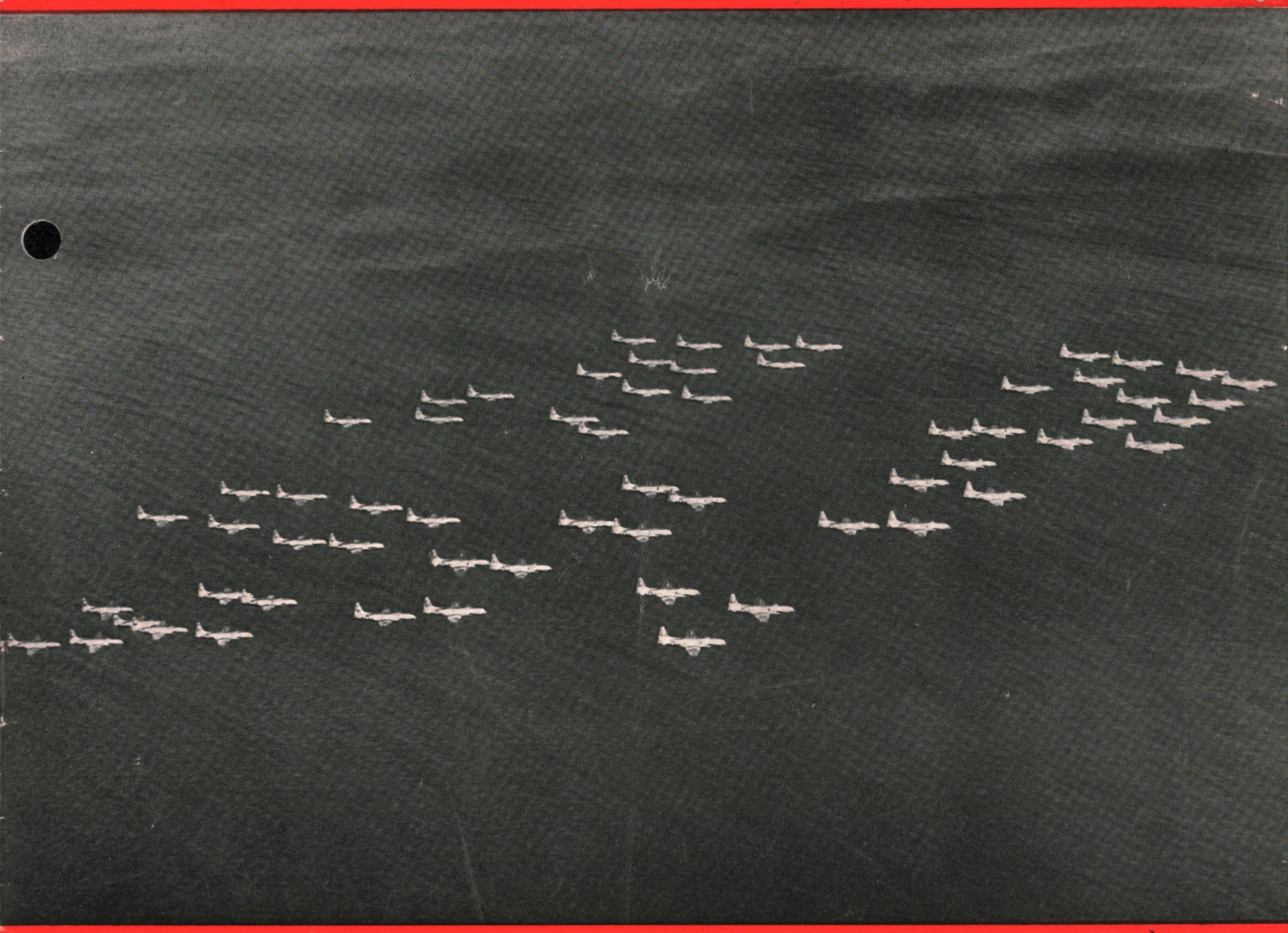
THE INTER SERVICES

AIRCRAFT RECOGNITION

Journal



Volume 3 OCTOBER 1948 No. 3

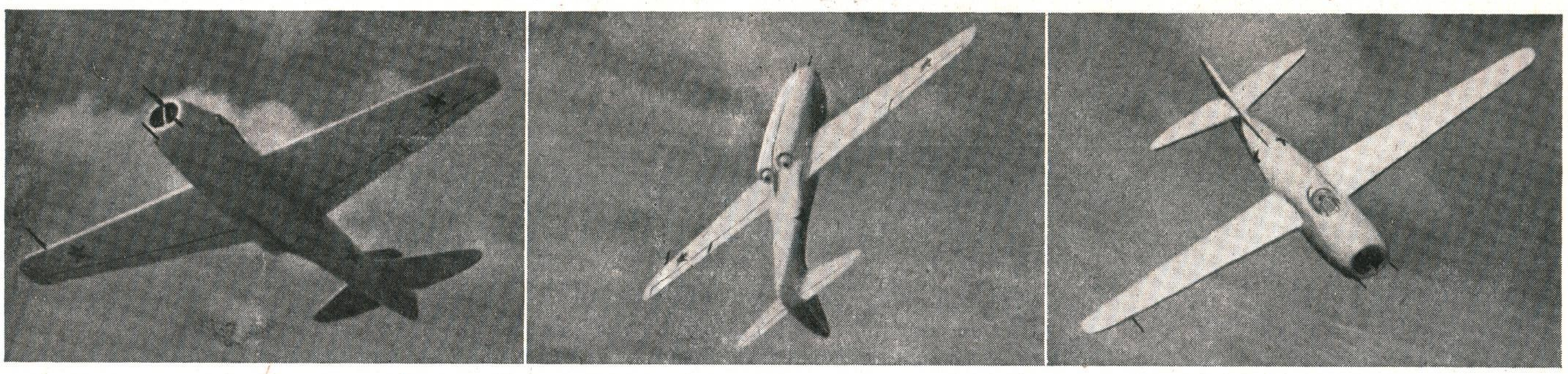
PHOTOGRAPHIC ANGLES — RUSSIAN FIGHTERS



YAK-9 — CHARACTERISTICS:

Duties: Interceptor-fighter. *Engine:* One 1,800 h.p. VK-107 in-line liquid-cooled Vee. *Performance:* Max. speed: 370 m.p.h. (326 knots).
Dimensions: Span : 32 ft. 10 ins. Length : 27 ft. 11 ins.

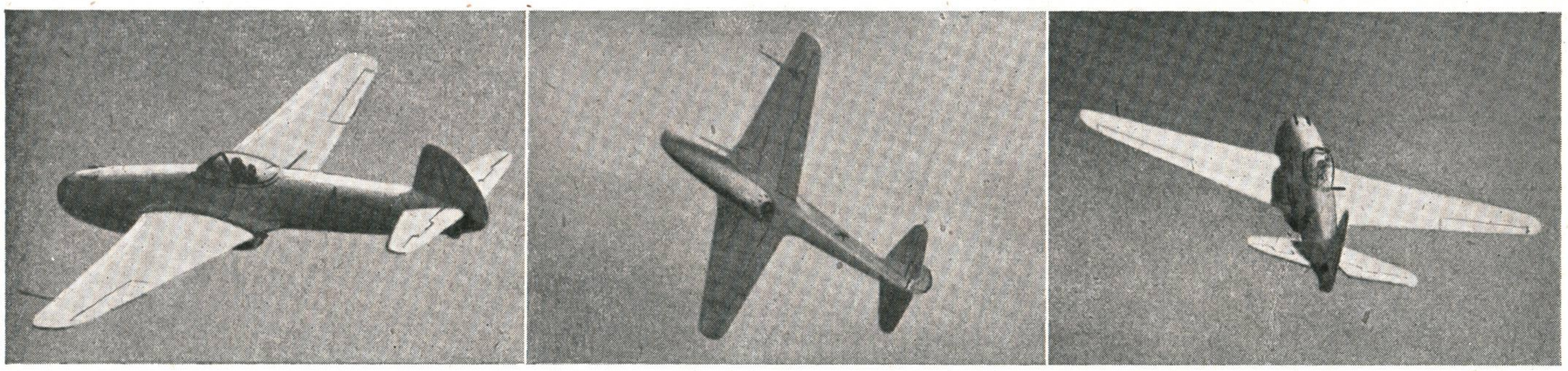
Low wing—deep fuselage—small cockpit—nose intake and belly radiators—small rounded leaning fin and rudder.



MIG-9 — MAKE-UP:

Duties: Fighter. *Engine:* Probably two B.M.W. 003 turbojets. *Performance:* Max. speed : about 600 m.p.h. (528 knots).
Dimensions: Span : 40 ft. 6 ins. Length : 36 ft.

Twin jets on belly forming deep forward fuselage—forward-tapered wing—backward-tapered tail-plane.



YAK-15 — CONFIGURATION:

Duties: Fighter. *Engine:* Probably one JUMO 004 turbojet of about 2,000 lbs. s. t. *Performance:* About 480 m.p.h. (425 knots).
Dimensions: Span: 32 ft. 10 ins. Length : 29 ft.

Single-jet on forward-end of fuselage forming step in underline—diamond-shaped wing—backward-tapered tail-plane—leaning fin and rudder.



LA-9 — LAYOUT:

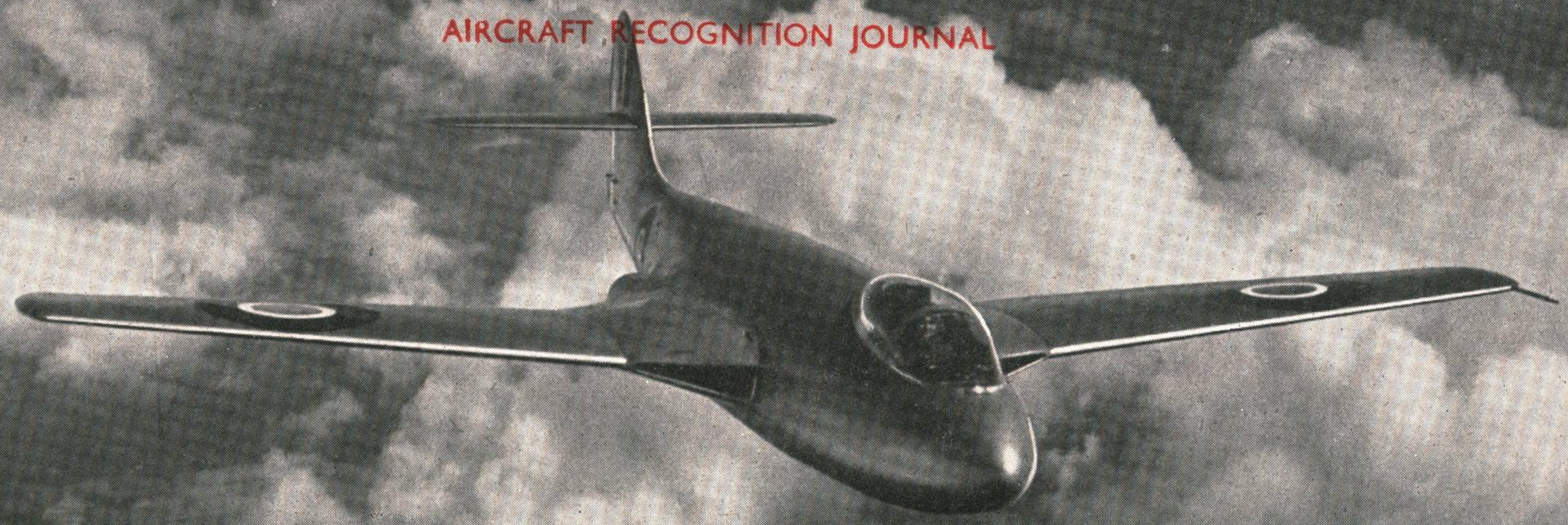
Duties: Fighter. *Engine:* Probably ASH-82 FNV radial. *Performance:* 400 m.p.h. plus (352 knots). *Dimensions:* Span : 34 ft. 9 ins.
Length : 28 ft. 7 ins.

Short blunt radial nose—equi-tapered squared-off wing-tips—squared-off tail-plane tips—triangular fin and rudder—radiator beneath cockpit.

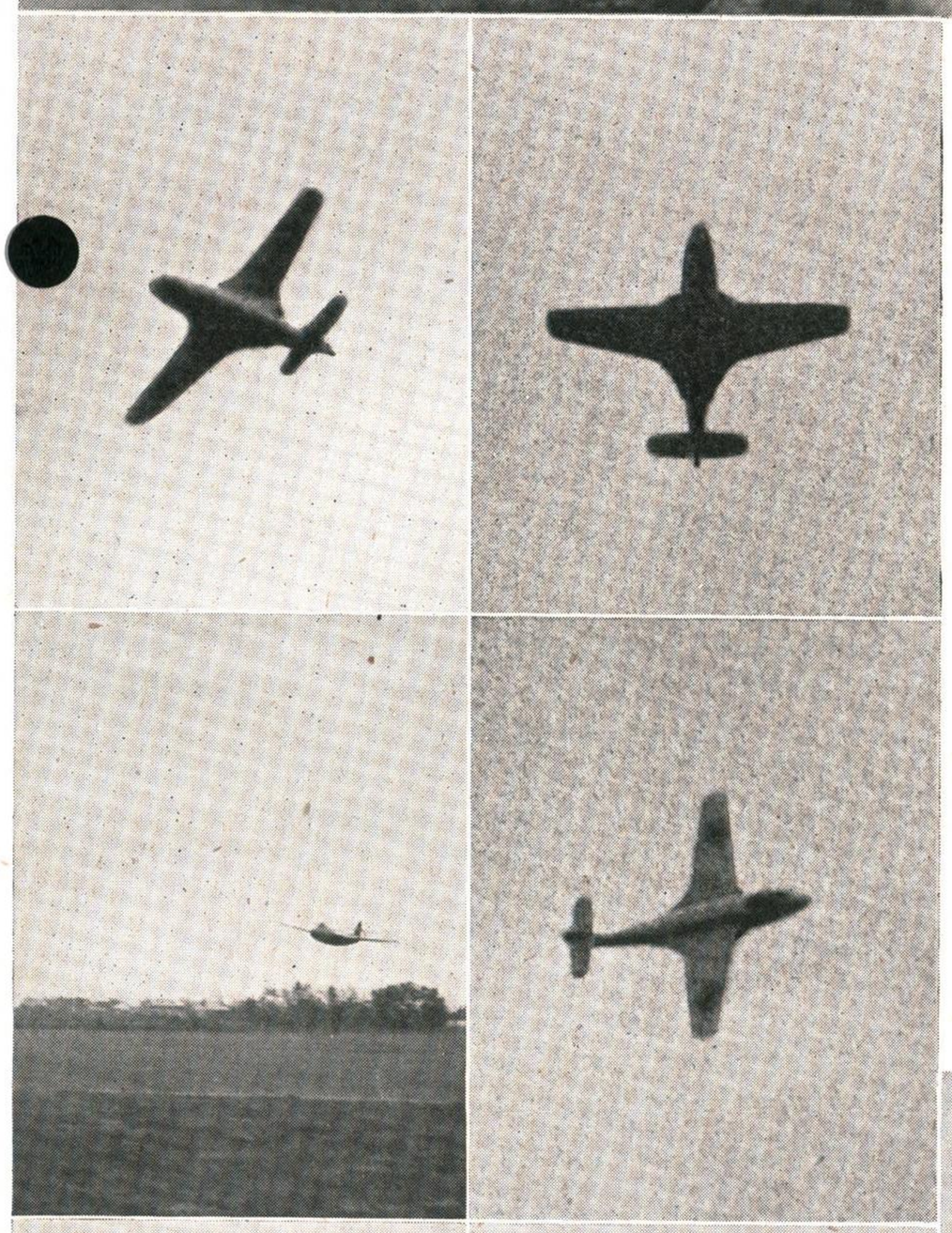
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HAWKER



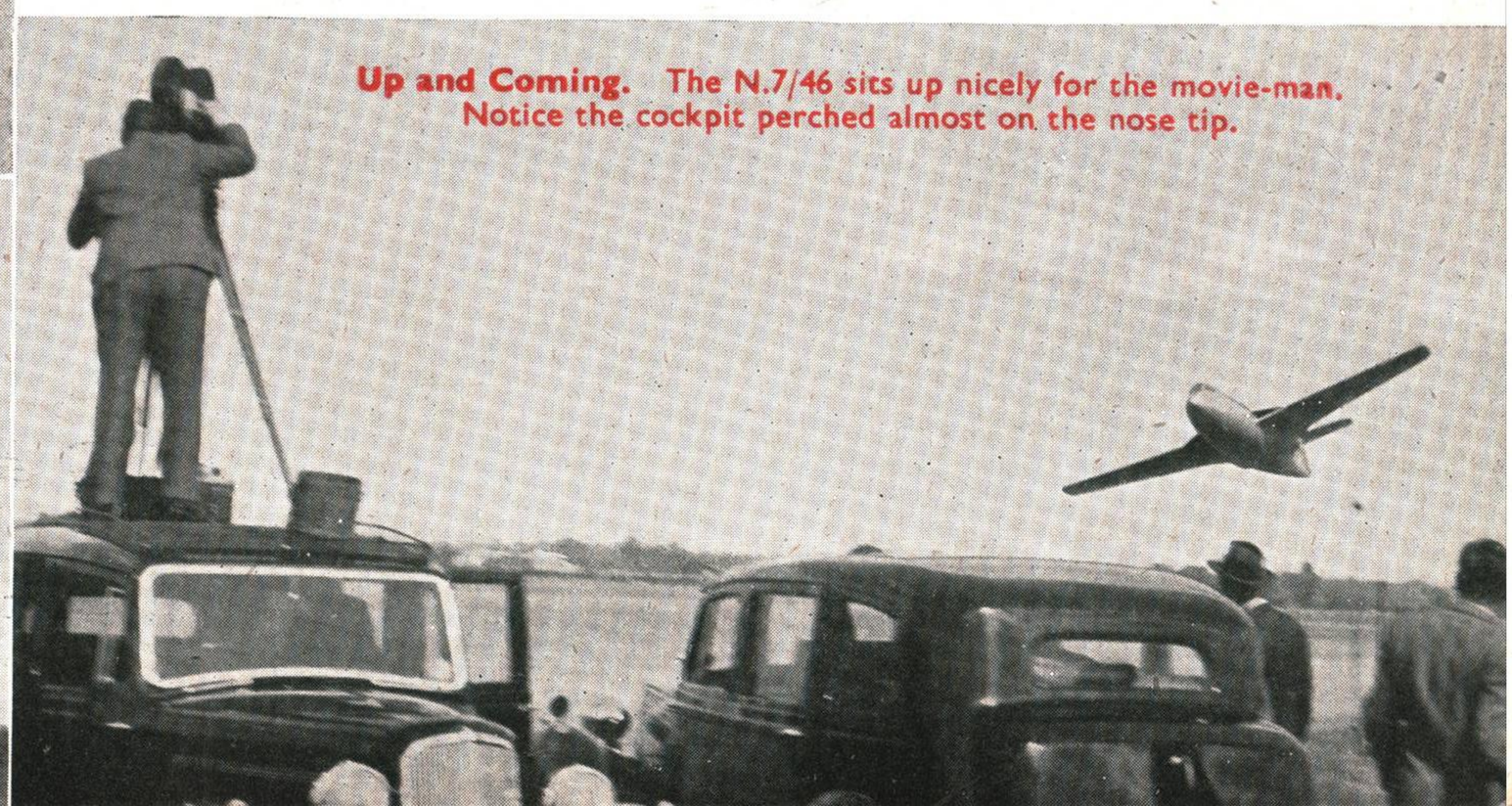
N.7/46 in the News

Bifurcated Jet Aids Recognition

N IS FOR NAVY AND NEATNESS, also for nautical miles, for Mr. Sidney Camm has planned this sleek sliver of an aeroplane for range from its carrier as well as for speed. By incorporating the bifurcated jet intakes and tail-pipes in the N.7/46 layout he makes a strong bid to " keep it clean ", because the fuselage is left clear of "piping" and the assumption is that the space saved can be packed with kerosene tanks. So whatever naval necessities later adorn the N.7/46 there will be no need for external tanks.

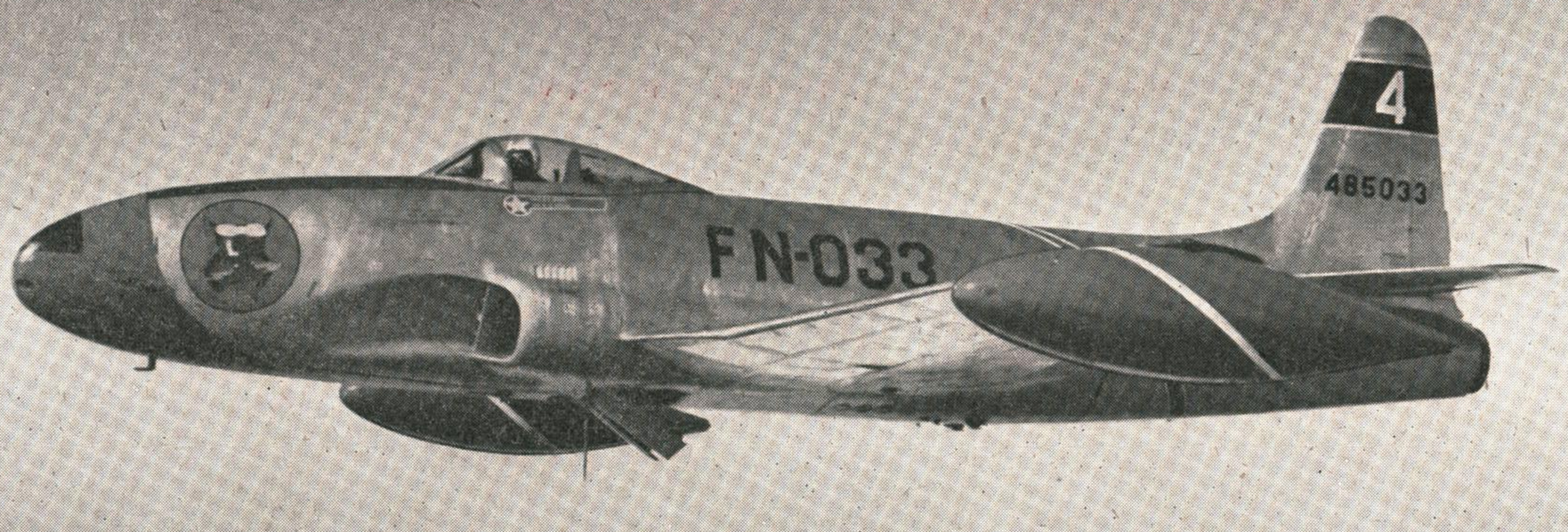
In the N.7/46 Mr. Camm manages to retain the characteristic Hawker fin and rudder shape (unfortunately not clearly seen in these pictures), the pattern of which can be traced back to his biplane designs. The tail-plane shape is familiar, too ; note its high setting. Bifurcation aids recognition because with the aid of root fillets it makes a distinct diamond-shape centre section which is clearly seen in many views. Head-on views of the N.7/46, however, demand careful attention (see back cover of this edition). No performance data for the N.7/46 may be disclosed yet. Our photos are actually of the Hawker P.1040, which is the land version of the N.7/46, with which aircraft it is almost identical.

Facts and Figures: Span 36 ft. 6 in. Length 38 ft. 4 in.
Engine: Rolls-Royce Nene turbojet of 5,000 lb. s.t.

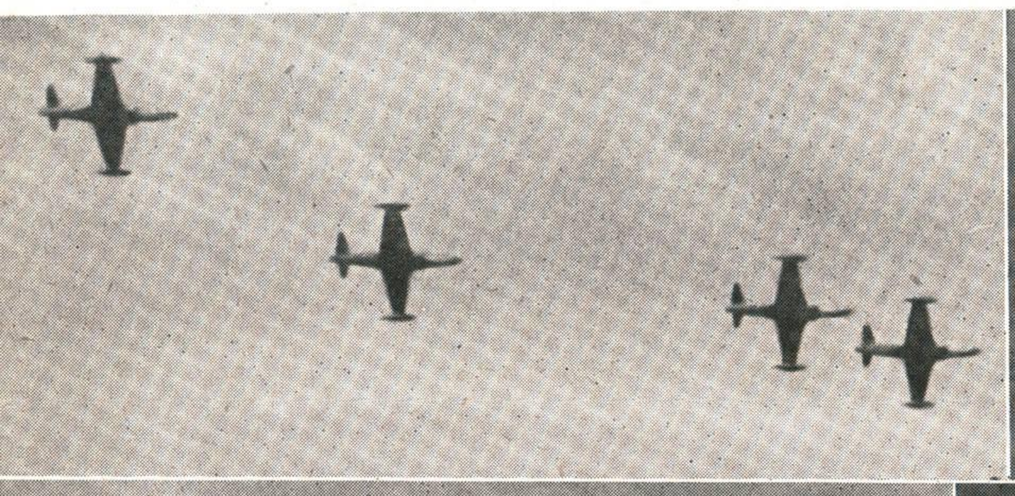


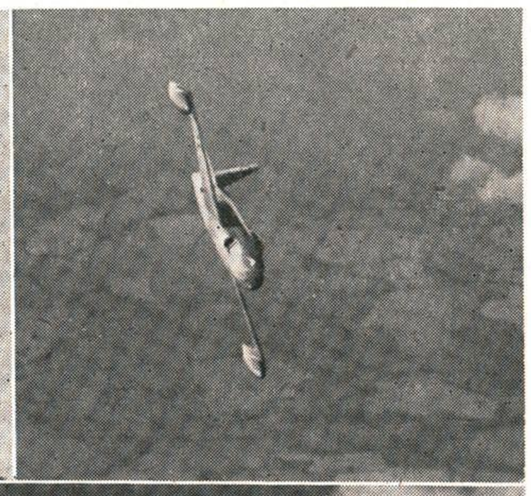
Up and Coming. The N.7/46 sits up nicely for the movie-man. Notice the cockpit perched almost on the nose tip.

OCEAN - GOING

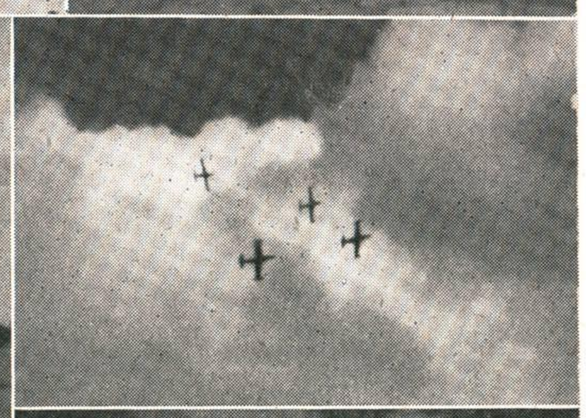




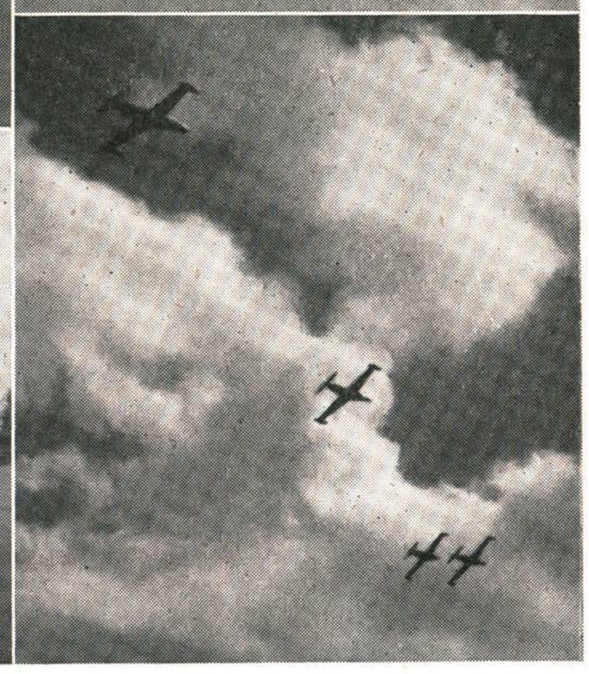












VAMPIRES AND F-80s

The double crossing of the Atlantic Ocean by British Vampire and American Shooting Star jet-fighters recently made several " firsts " and quite a lot of air history. Apart from the value of the thousand-and-one experiences for those who planned, prepared and executed the flights, and of the demonstrations of the goodwill existing

LOCKHEED SHOOTING STAR

THE Lockheed F-80A Shooting Star is the standard fighter of the U.S.A.F. The prototype first flew in January, 1944. Lockheed's latest release says they have already built a thousand for the U.S.A.F. and have orders for approximately another 500.

When the 16 F-80s of the 56th Fighter Group, U.S.A.F. arrived over Odiham, our first impression was that their large " tip-tanks " caused the wings to appear to droop : but it is only an impression (see centre picture, extreme left). Despite the girth of its fuselage (containing the J-33 turbojet) the F-80 looks very slim in the air. Someone, describing its speed, said " It goes like a bomb ". We thought, recognitionally, it went like three bombs : its fuselage and " tip-tanks " are all bomb-like in shape and proportion. On the left are scenes of the arrival at Odiham of the F-80s. From the point of view of spotting experience we are glad to say we may expect to see more F-80s on this side of the Atlantic.

The Also-Rans. *Illustrated below are the multi-engined types which accompanied the jet-fighters in both directions, lending moral and material support.*

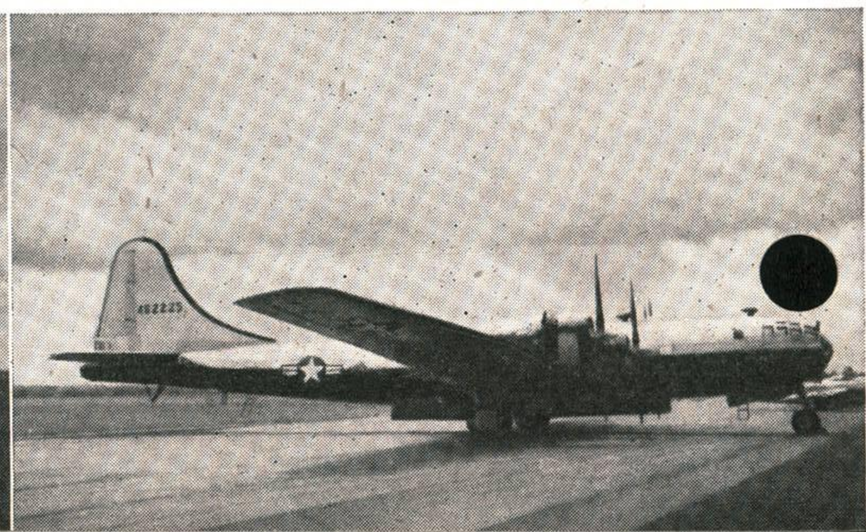
B-17 Fortress (Air/Sea Rescue)



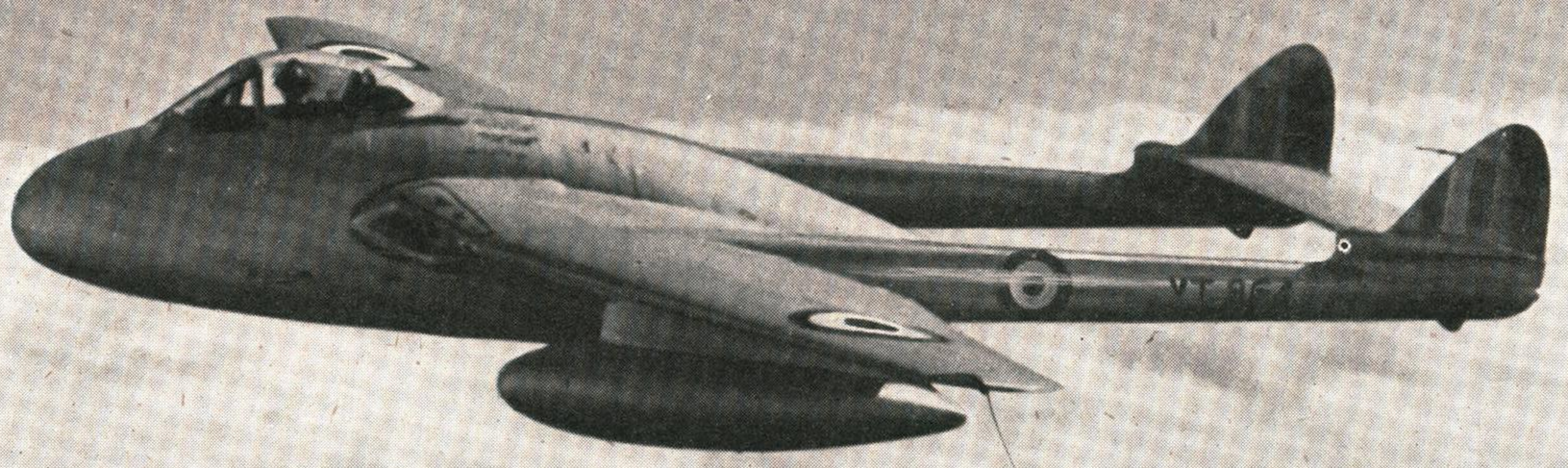
DC-4 Skymaster (Transport)



B-29 Superfortress (Weather)



JET - FIGHTERS





DOUBLE-CROSS ATLANTIC

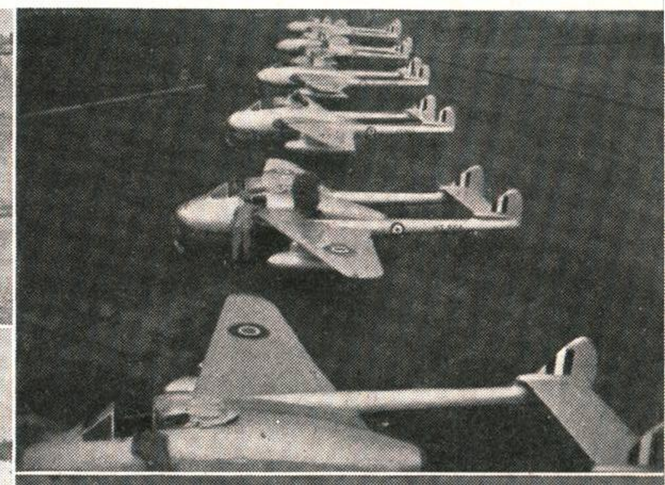
between Great Britain and the United States, the opportunity given to British and American observers and spotters to see each other's aircraft and of gaining practical experience in spotting them, must result in an improvement in recognition on both sides of the ocean. And that is a Good Thing.

DE HAVILLAND VAMPIRE

THE D.H. Vampire first flew in September, 1943. Since then, as well as being in service with the Royal Air Force, Vampires have joined the Royal Navy, the Canadian, Australian, Swedish, and Swiss Air Forces and are now being recruited for the Norwegian Air Force. These world-famous fighters have added lustre to their laurels by the double crossing of the Atlantic Ocean. The six Vampires which made the crossing (the first jet aircraft ever to do so) belong to No. 54 Fighter Squadron of the Royal Air Force, and were of the standard fighter type (F. Mk. 3s) carrying the large "airship" type wing-tanks half way out on the wing. These tanks make a distinctive aeroplane even more distinctive—the twin-boomed Vampire's confusibility factor is low even in the head-on view.

Due largely to its low wing loading the Vampire has an excellent aerobatic performance and whilst in Canada and the United States every opportunity was taken of demonstrating this aspect of the high performance of this very versatile aeroplane. On the right are scenes of preparation for departure from Odiham.





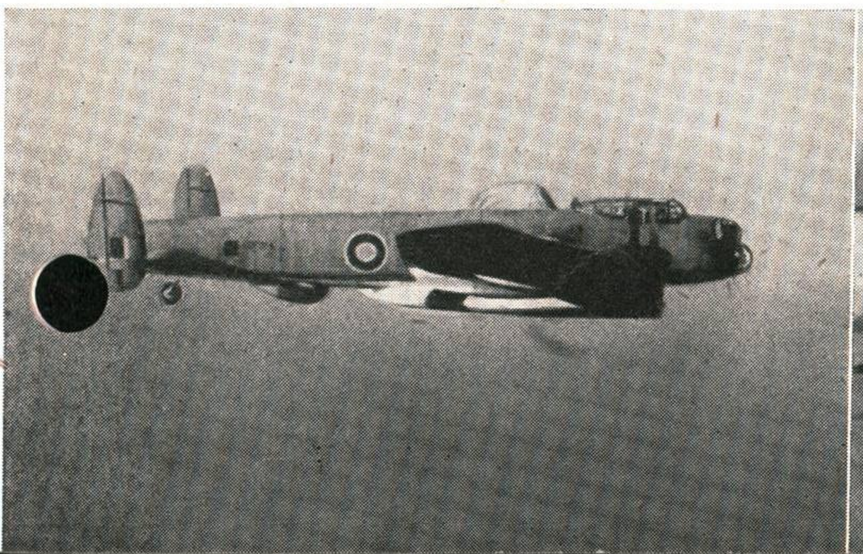




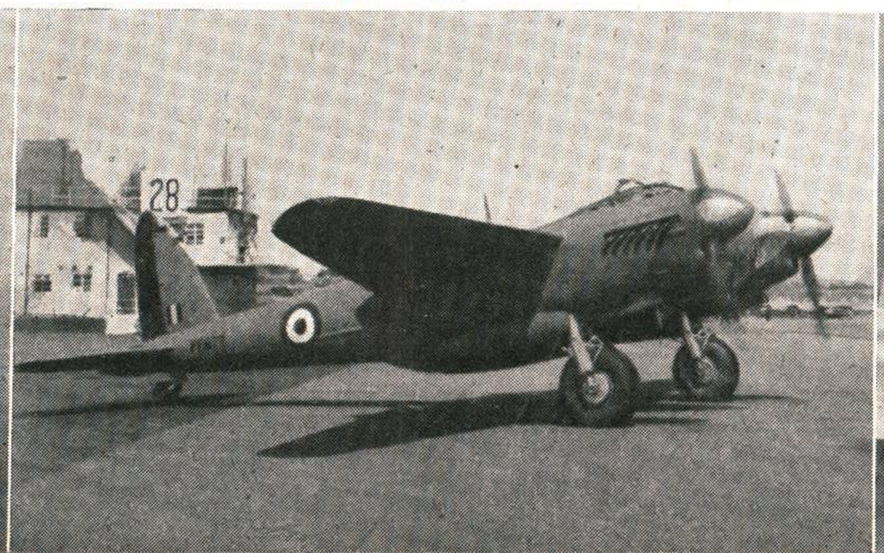




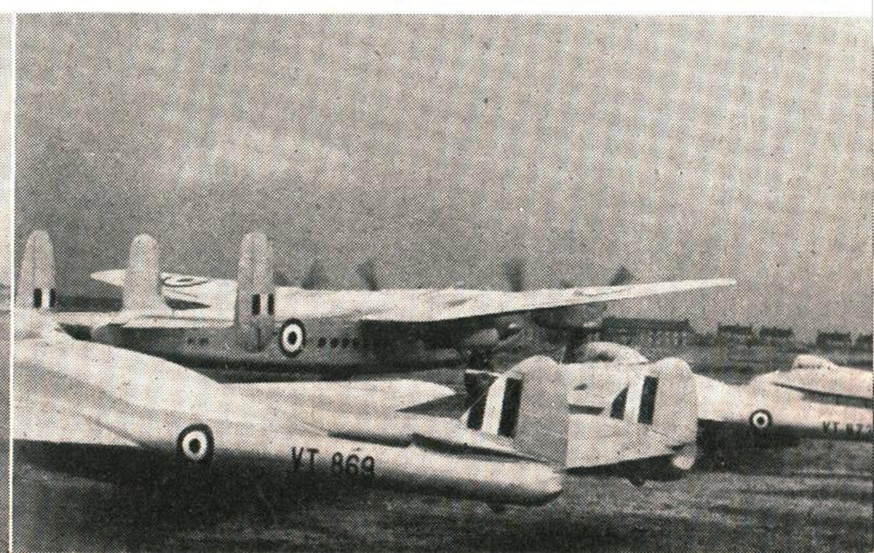
Lancaster 3 (Air/Sea Rescue)

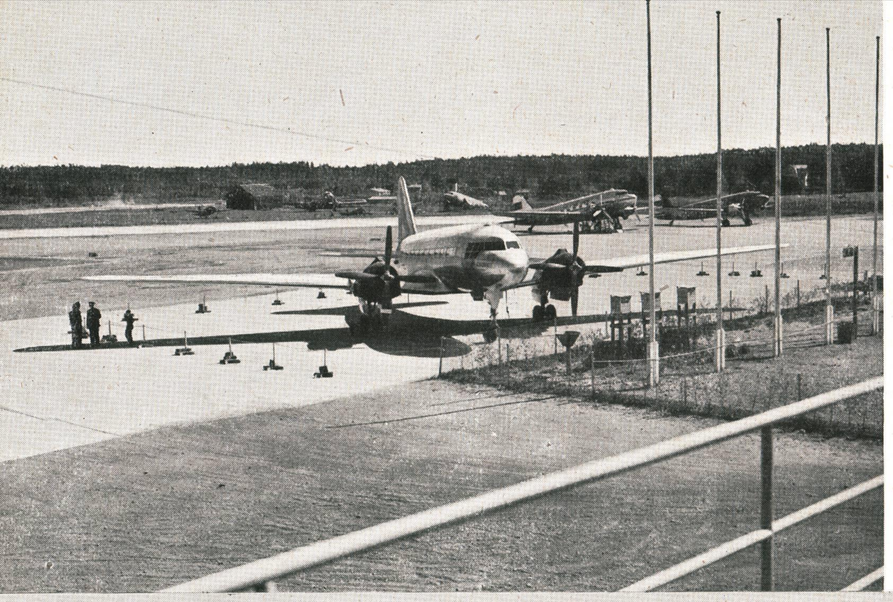


Mosquito P.R.34 (Navigation and Weather)



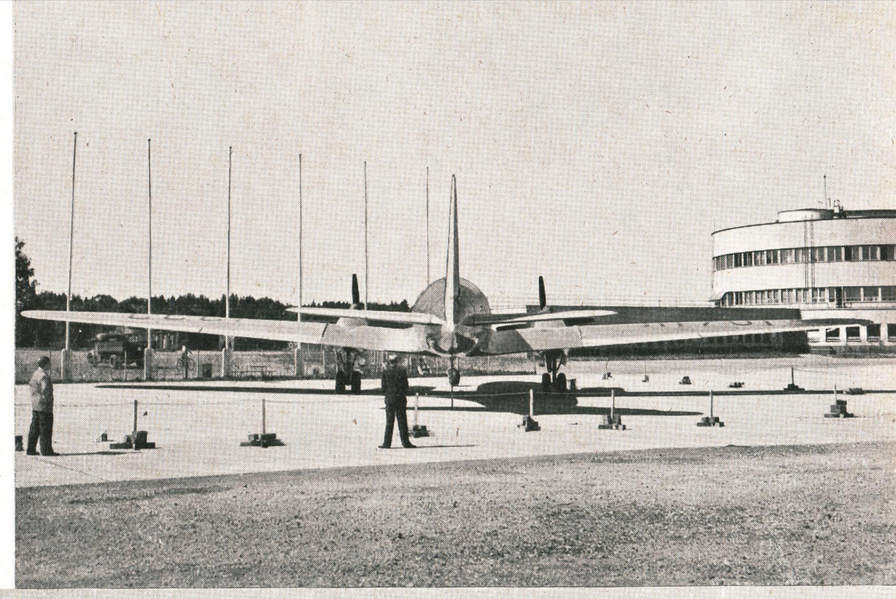
York (Transport)

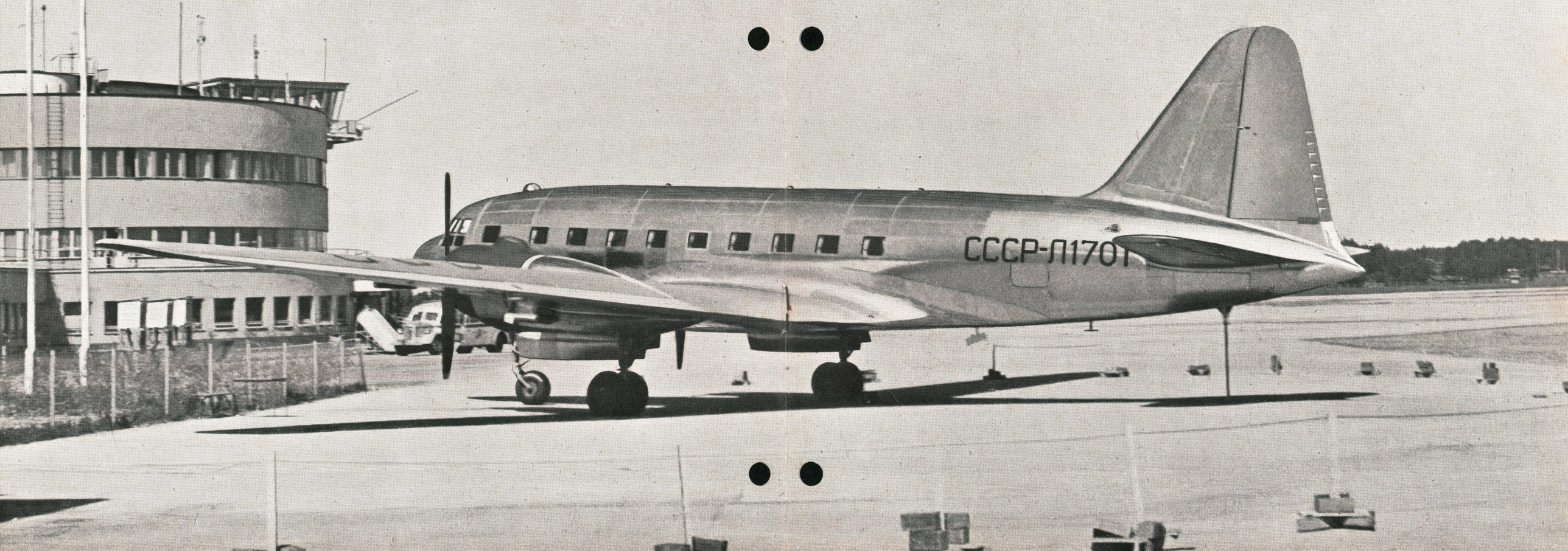




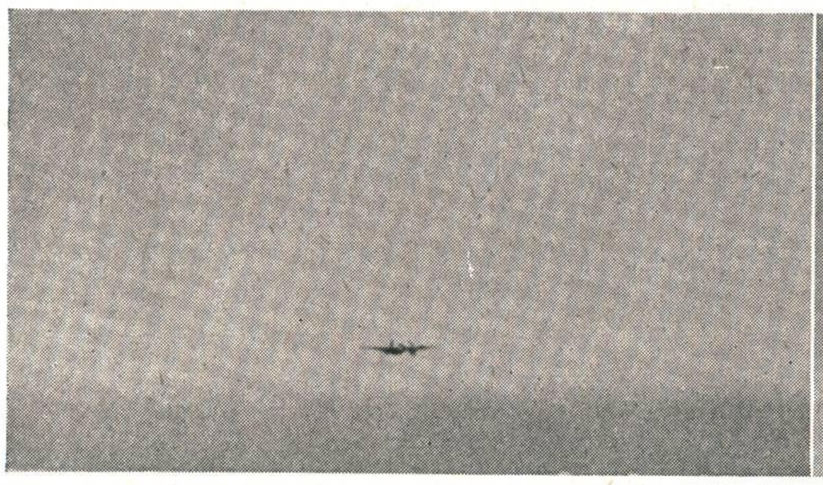
IL • • 12

There is no illusion about the Ilyushin IL-12. It looks good, and it is good. The external finish of this all-metal Russian civil transport is excellent. Our large picture gives a good impression of the side view recognition characteristics : it has good fuselage lines, and proportions which resemble those of the Viking but which are slightly less portly. The squat, broad-based triangular fin and rudder is noteworthy. Also seen here is the extent of the large wing-root fillet and—surprising discovery—a tail-plane with a slight angle of dihedral. It is known that there are a good number of IL-12s in service in Russia and her satellite countries. The maximum load of passengers carried in the IL-12 is 32 for a distance of 777 miles (675 n.m.). (*A new silhouette will be found on the last page.*)

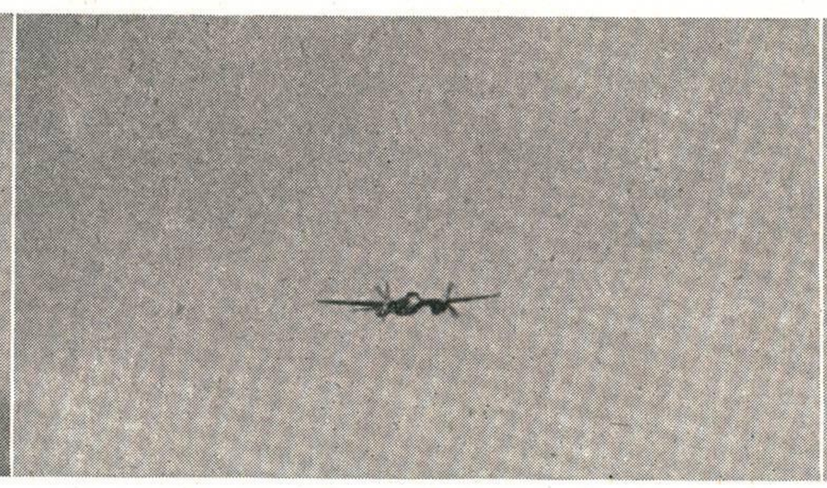




What's the score?



? ? ? ? Twin underslung engines—mid or shoulder-high wing *plus*—



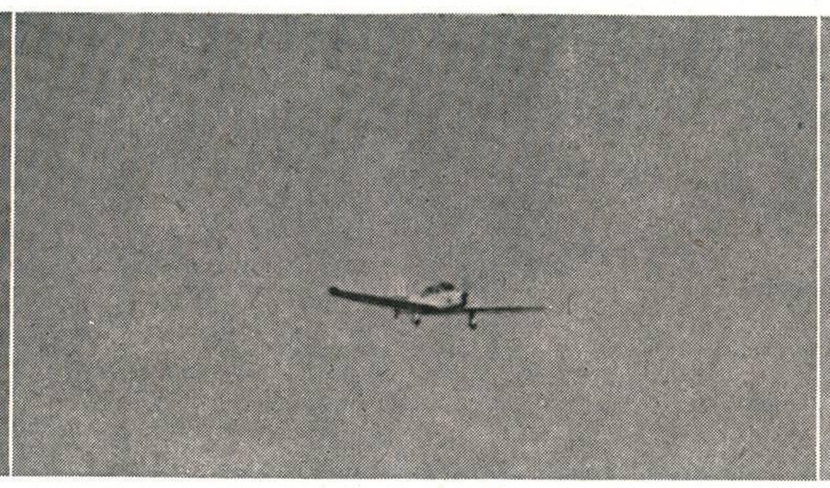
slight dihedral in wing—cockpit perched on nose—slim fuselage *plus*—



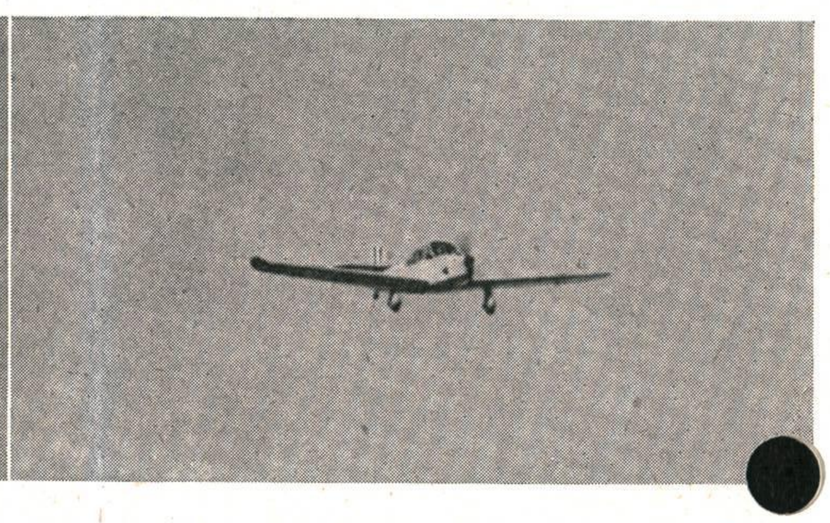
Merlin-type engine cowlings—familiar half-elliptical single fin and rudder shape *plus*—



S'easy! Single engine—fixed undercarriage—wide-span low wing—fair dihedral angle *plus*—



turned-up wing-tips (piece of cake this!) single fin and rudder—Gipsy-type engine *plus*—



large cockpit—high-set tail-plane—fixed tail-wheel *plus*—



Steady! Low wing—some dihedral—radial engine *plus*—



five-bladed prop—straight centre section—single fin and rudder *plus*—



large spinner—rounded tip to fin and rudder—small tear-drop cockpit canopy *plus*—



Tricky! Low wing—single engine—twin wing-radiators *plus*—



Spitfire wing—high-set tail-plane—single fin and rudder *plus*—



small cockpit—Merlin-type cowling—stub exhausts *plus*—

Early recognition of distant aircraft demands complete familiarity with the aircraft and constant spotting experience. The remote speck shows only large features and is often no more than an impression. It is sometimes said to be recognisable by its "sit". These views show how the mass of detail seen at close quarters, is compressed and summarised into a distant impression in which only big features are discernible and yet the identity of the aeroplane remains clear. Only a thorough knowledge born of study, and quick reactions acquired by spotting experience, will ensure correct answers and a good score every time.



deep engine nacelles—air intakes on engine breast—forward-tapered wing—spinners almost in line with nose, ah !—?



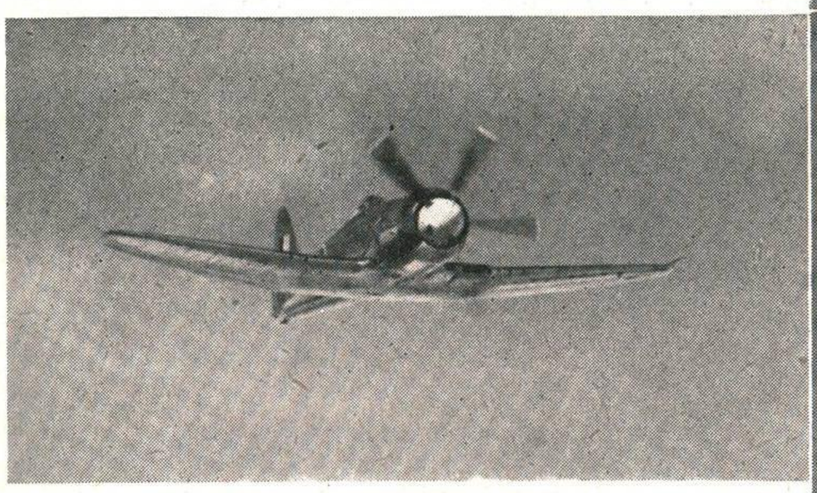
De Havilland Mosquito T. Mk. 1



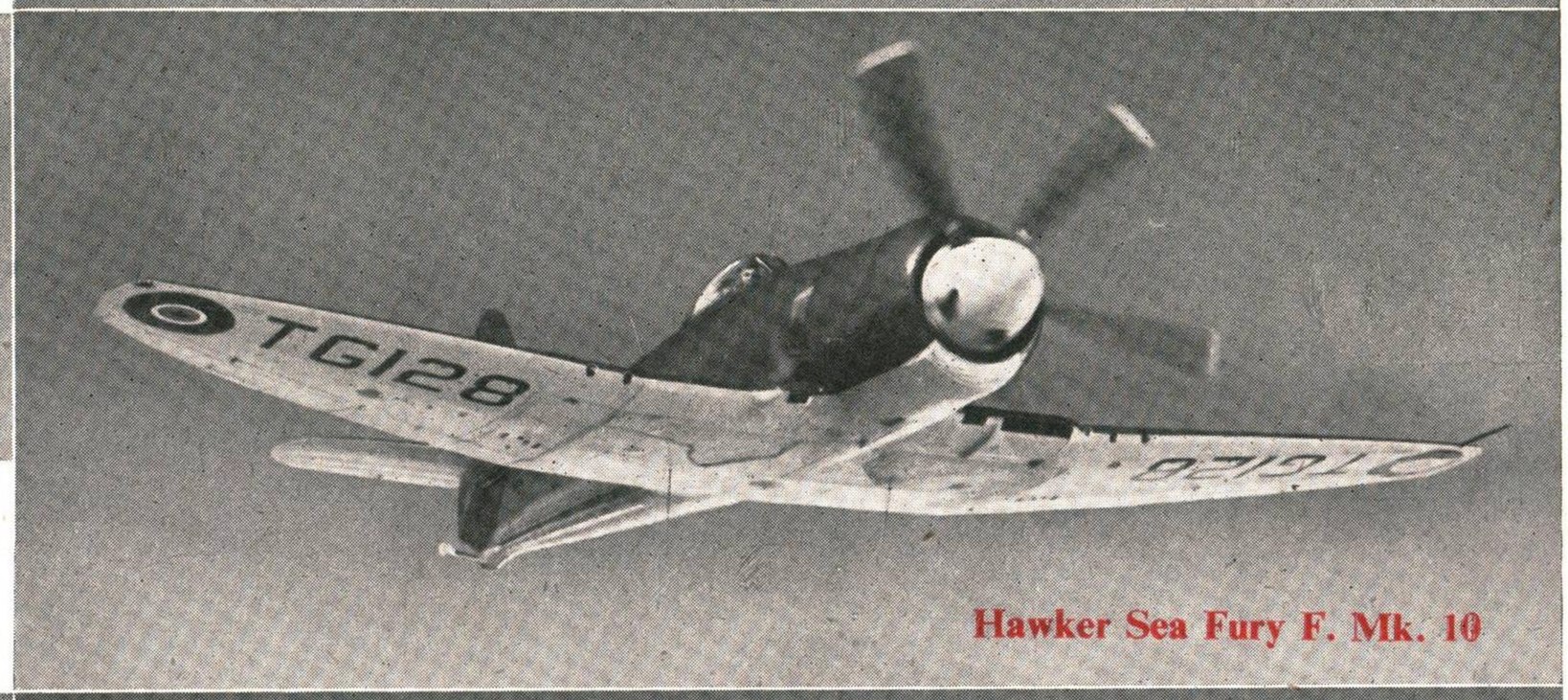
large area fin and rudder—wheel spats—sharp lower corner to fin and rudder—all adds up to—?



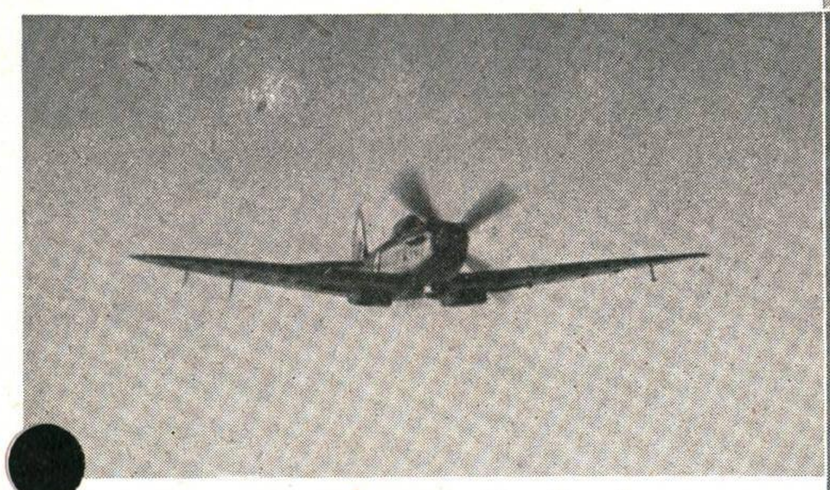
Percival Prentice T. Mk. 1



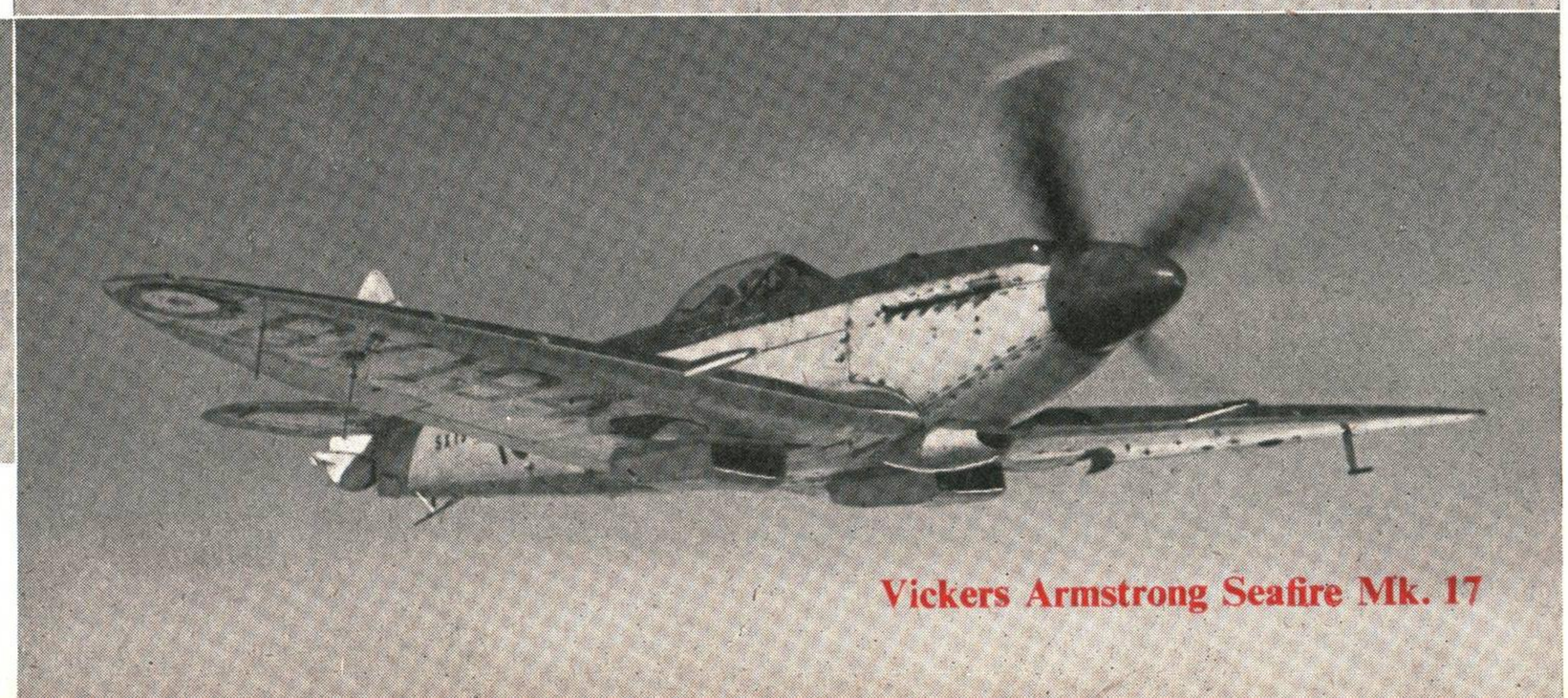
arrester hook—curved trailing edge to wing—air intakes on centre section leading edge, yes, it's the—?



Hawker Sea Fury F. Mk. 10



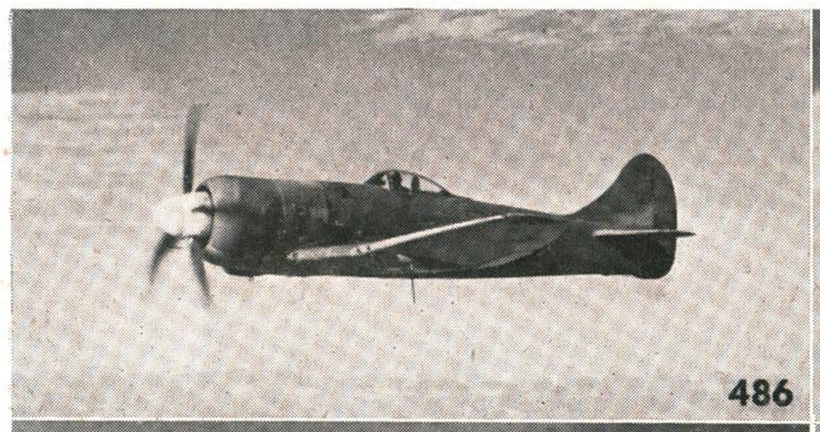
" straight through " fuselage—arrester hook—tail-wheel guard—large intake at base of nose —single wing guns, it's a—?

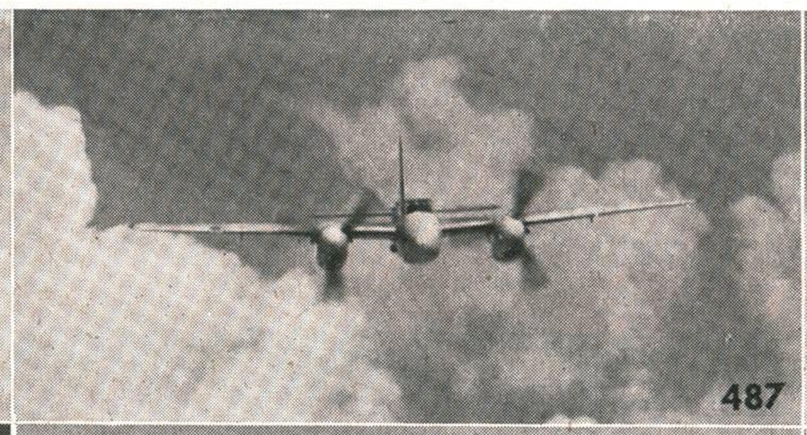


Vickers Armstrong Seafire Mk. 17

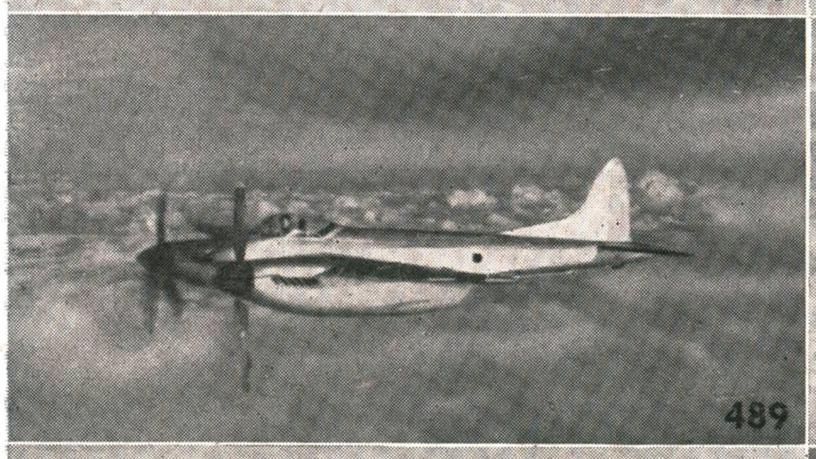
ELEMENTARY SPOTTING

Recognition Test No. 78

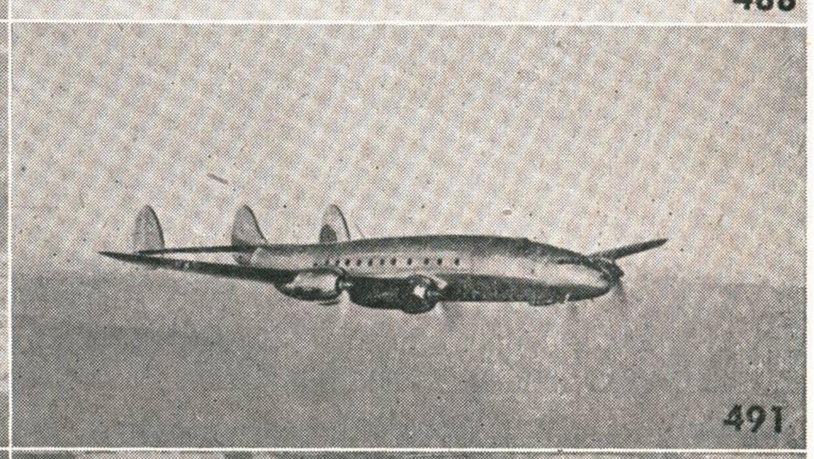

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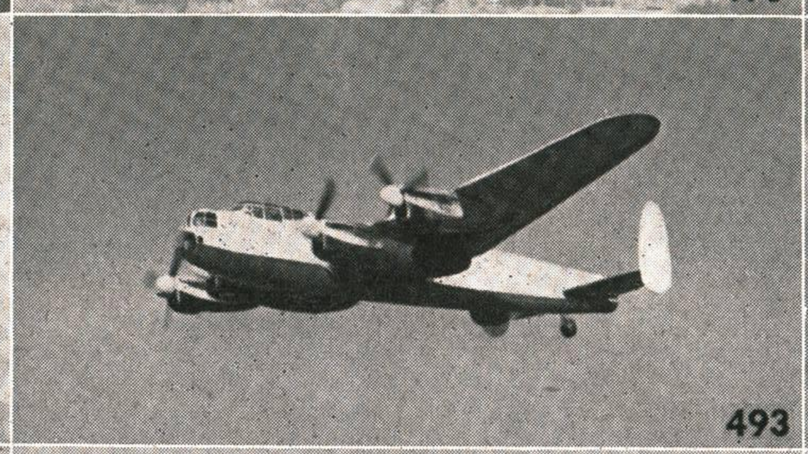

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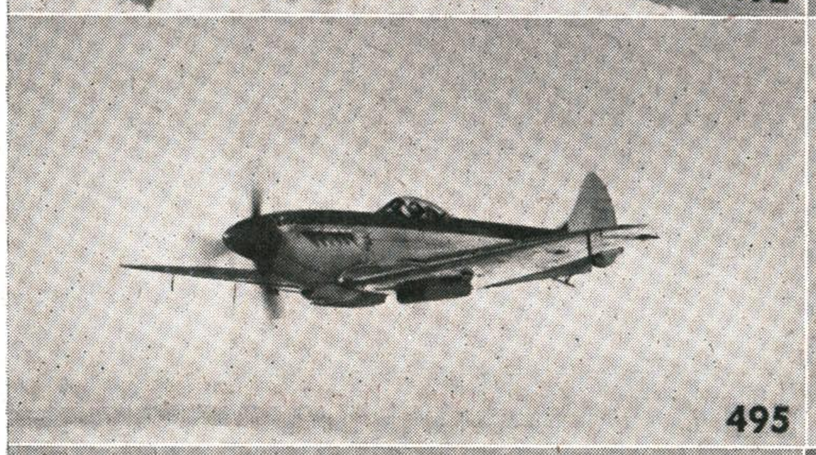

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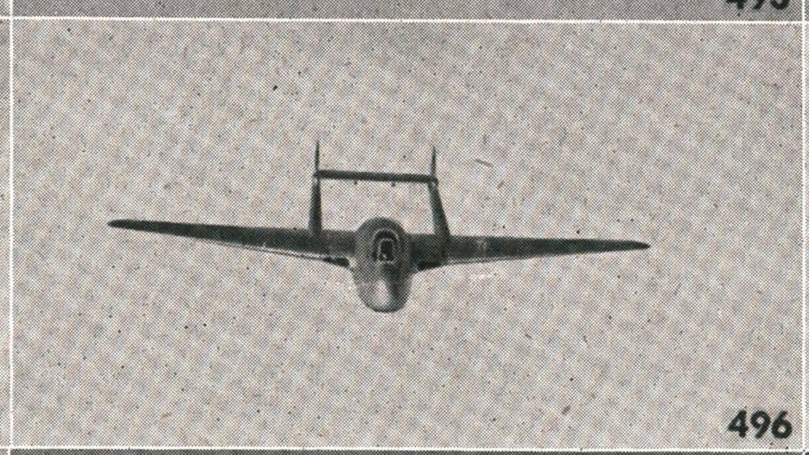

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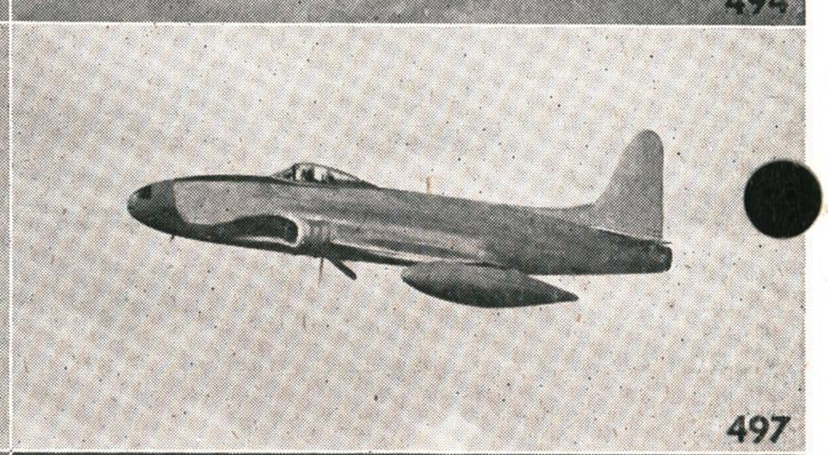

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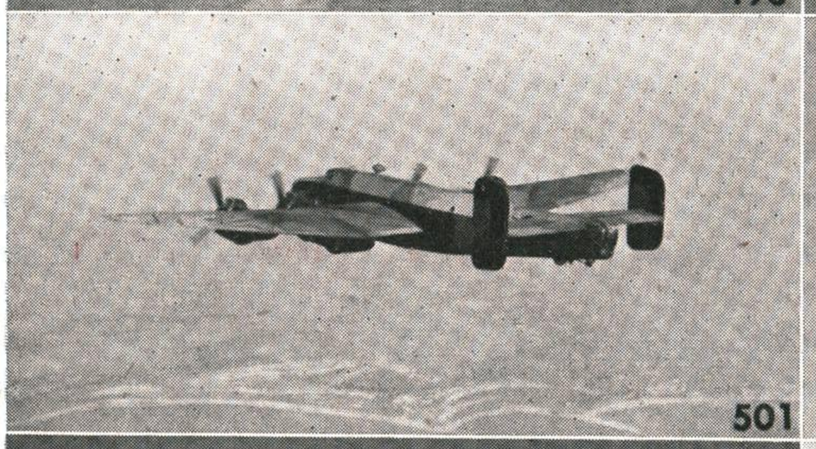

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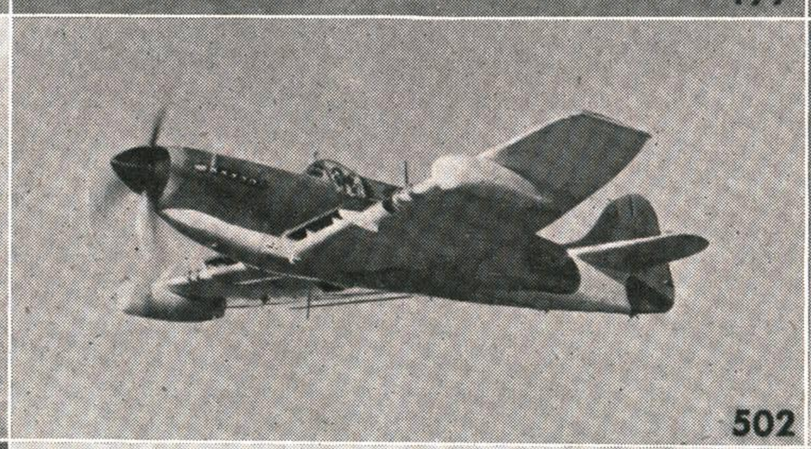

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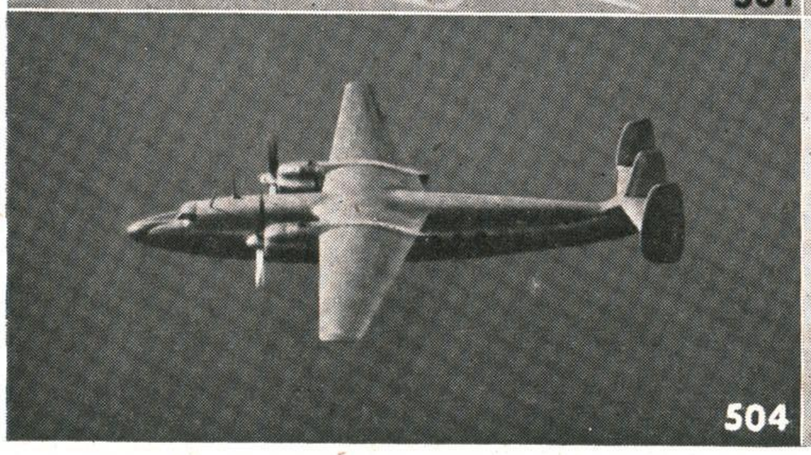

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SILLOGRAPHS

Recognition Test No. 80



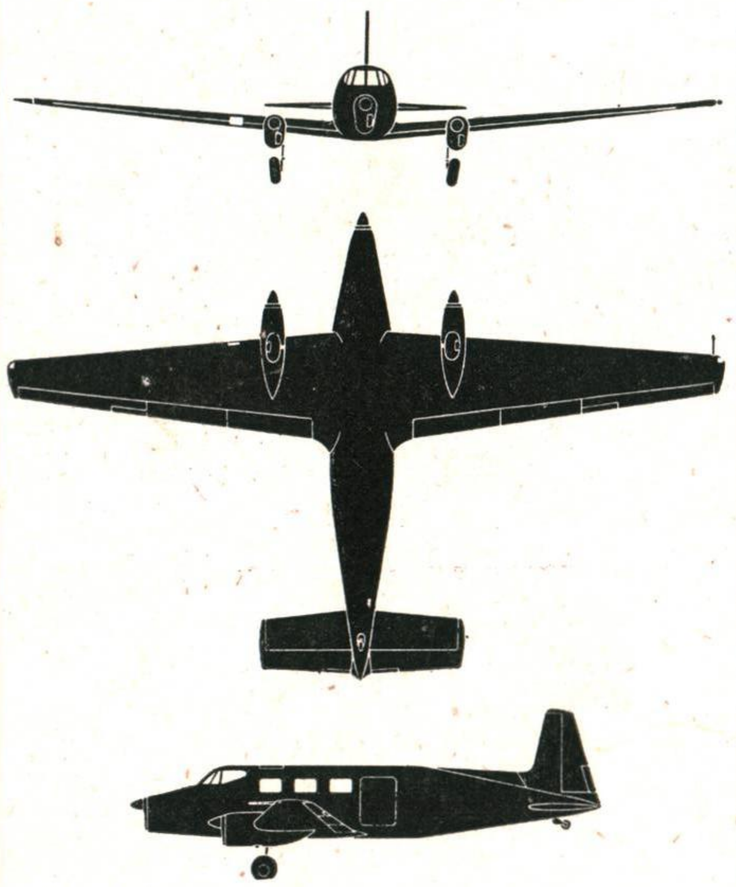
ADVANCED SPOTTING

Recognition Test No. 79



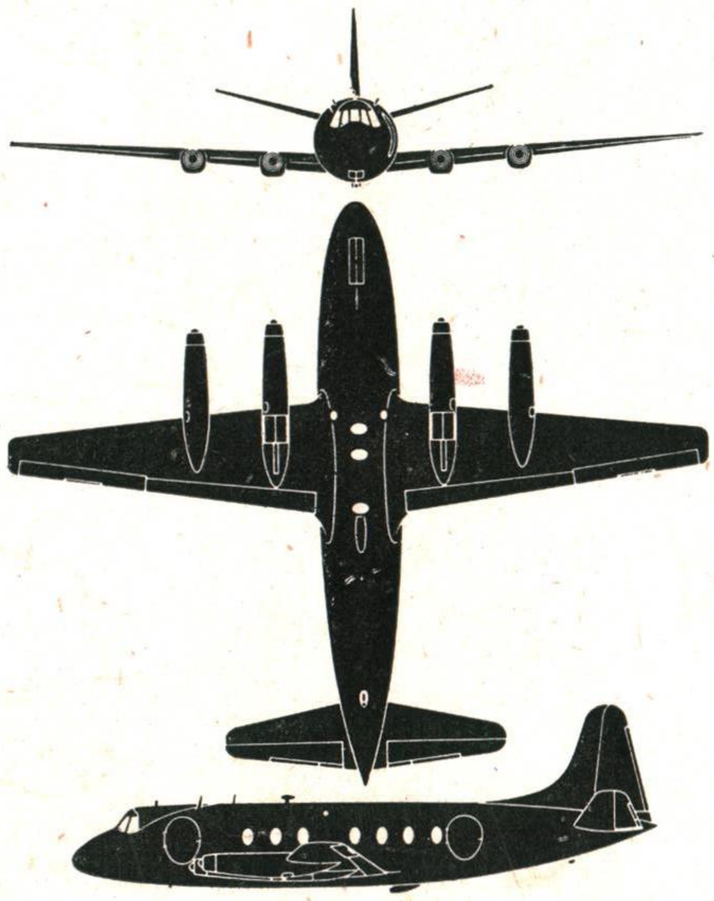
NEW and REVISED SILHOUETTES

DE HAVILLAND DROVER



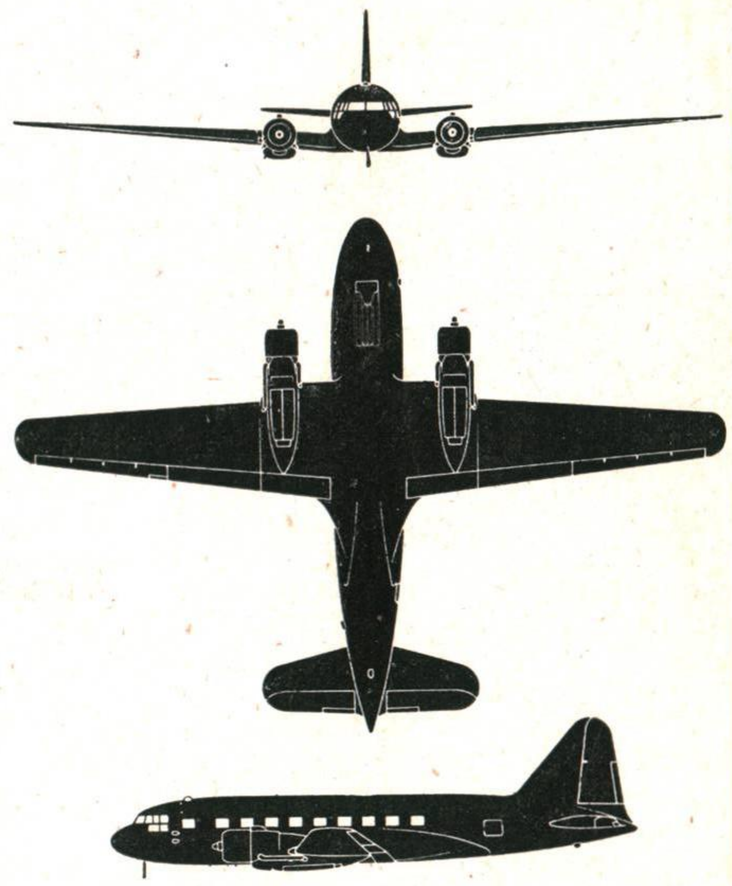
British Transport
Three D.H. Gipsy Major
Span : 57 ft.

VICKERS VISCOUNT



British Transport
Four Rolls-Royce Dart turbo-props
Span : 88 ft. 11 ins.

ILYUSHIN IL-12



Russian Transport
Two ASH-82 radials
Span : 100 ft.

SOLUTIONS TO RECOGNITION TESTS IN THIS EDITION :

COVER PHOTO : *64 F-80 Shooting Stars*

No. 78 (ELEMENTARY)

486. Tempest 2
487. Mosquito T.3
488. Hastings
489. Sea Hornet 22
490. Gemini
491. Constellation
492. Meteor 4
493. Lancaster 7
494. B-29
495. Seafire 17
496. Vampire 3
497. F-80 Shooting Star
498. Viking
499. Wayfarer
500. Sunderland 5
501. Halifax A.9.
502. Firefly 4
503. Spitfire 14
504. Ambassador
505. Firebrand 4
506. Anson 19

No. 79 (ADVANCED)

645. Mig 9
646. Ju 52
647. Vampire 3
648. Mosquitoes
649. Mosquito
650. Sea Fury X
651. B-29's
652. F-80 Shooting Stars
653. Spitfire
654. Viking
655. Spitfires
656. Vampires
657. Dove
658. Lincolns
659. Tudor 4
660. Hastings
661. Constellation
662. S.O.631 Languedoc
663. Bell 47 B
664. Harvard
665. York
666. Spitfire
667. Meteor 4
668. Goodyear "Duck"
669. Lancastrian "Nene

No. 80 (SILLOGRAPHS)

442. Shooting Star F-80
443. Firebrand 5
444. Anson 19
445. Thunderjet F-84
446. Auster 4
447. Mosquito T.3
448. Vampire 3
449. Lincoln
450. Dakota
451. A.M-1 Mauler
452. Gemini
453. Skymaster
454. Panther F9F-2
455. Halifax
456. B-29
457. Sikorsky S.51
458. Meteor 4
459. Viking 1
460. Lancastrian
461. Master 3
462. Seafire 17
463. Hornet
464. Ambassador
465. Fury
466. Brigand

TRICKY TRIO—IV

Left to right. D.H. 108, Grumman F9F-2, Hawker P.1040 or N.7/46.

TRICKY TRIO—IV



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