

THE INTER



SERVICES

AIRCRAFT RECOGNITION

Journal

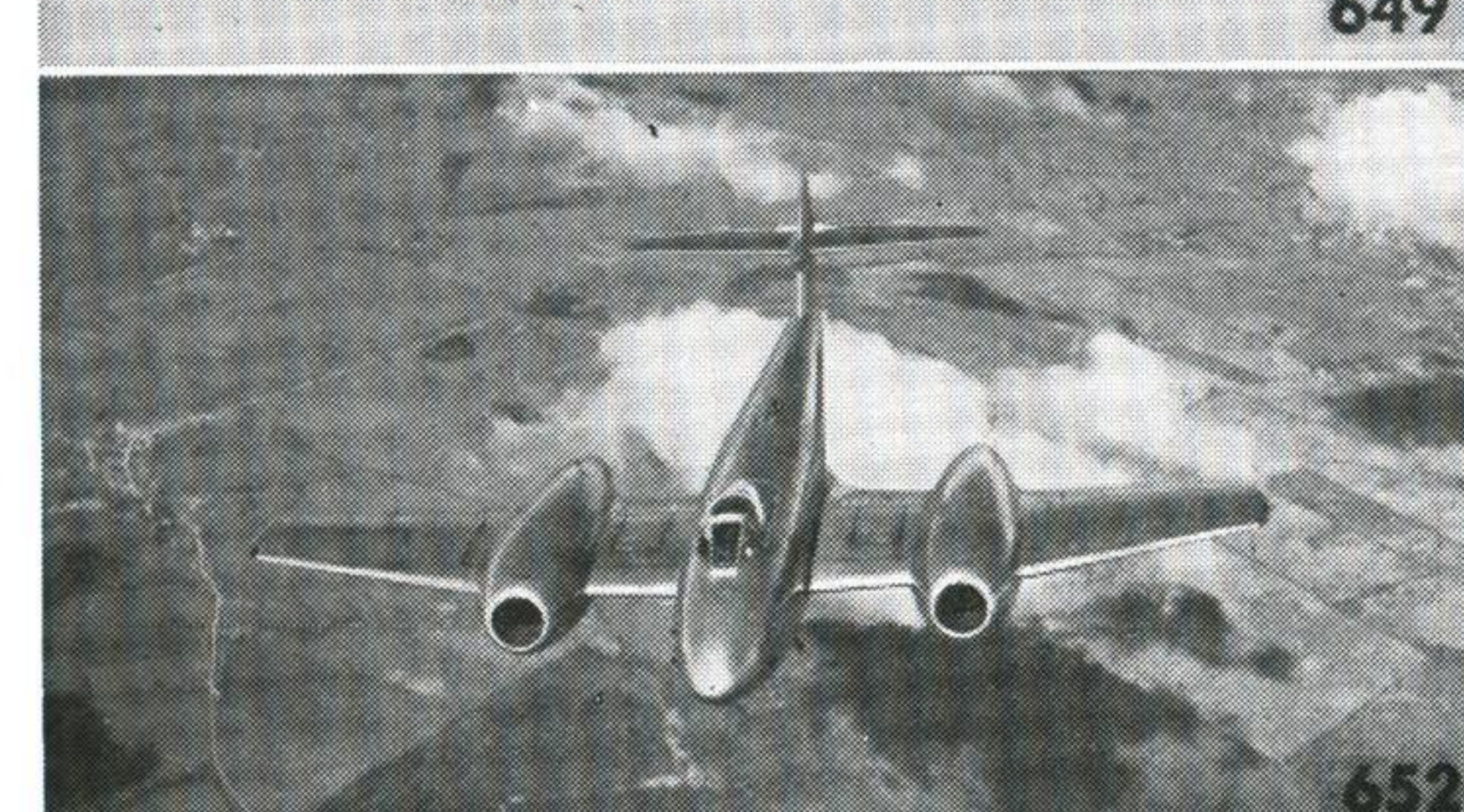
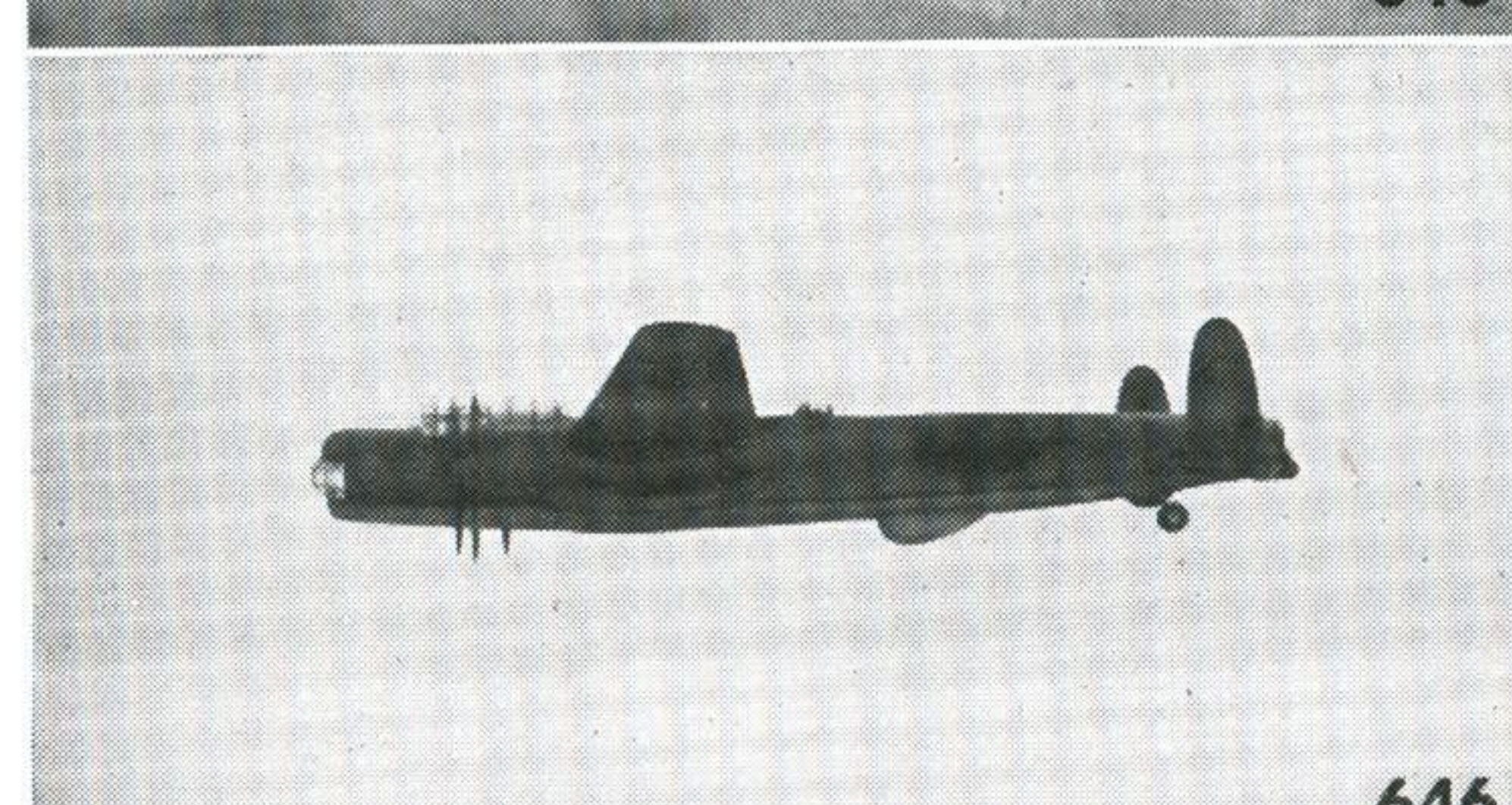
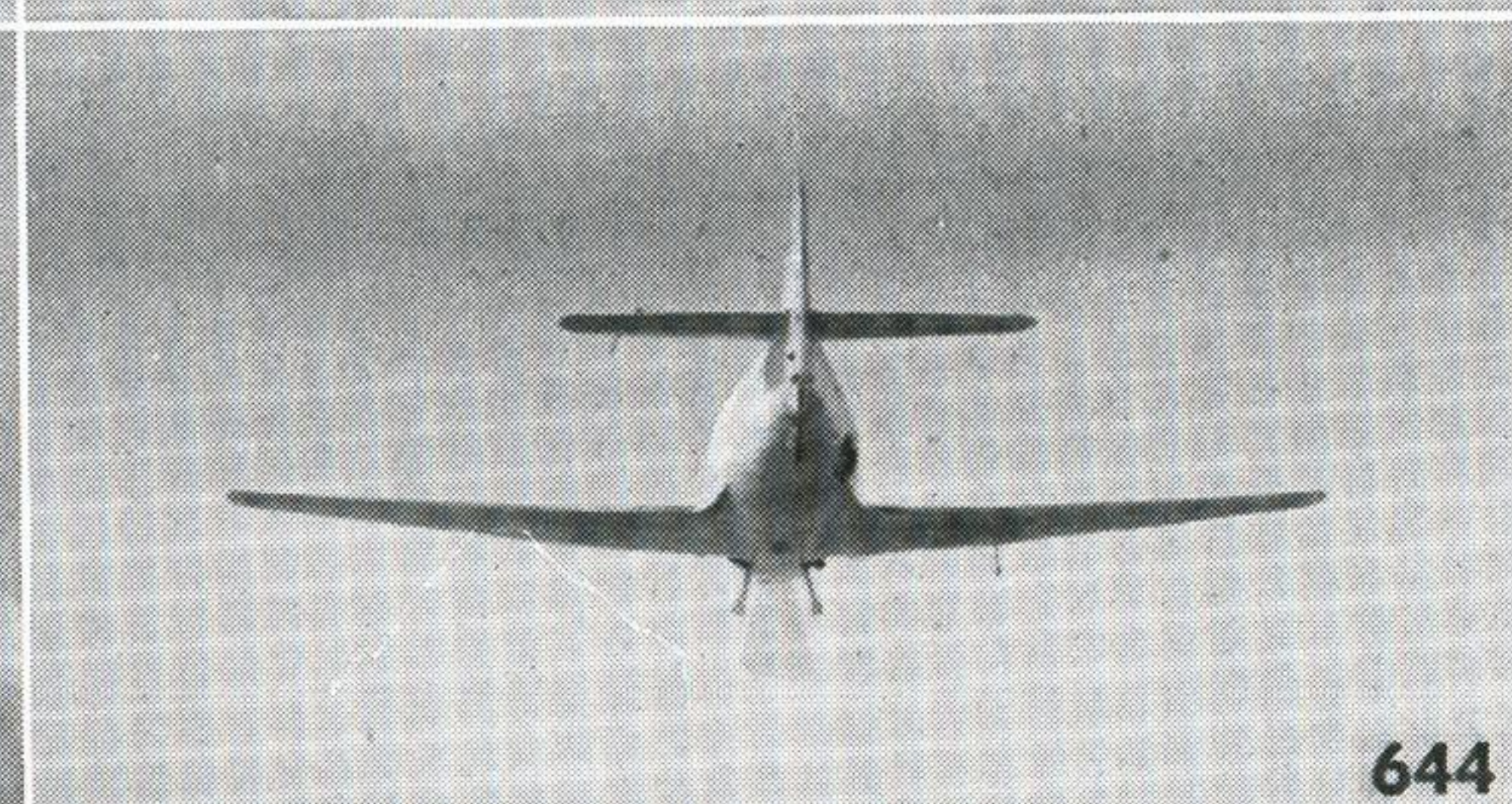
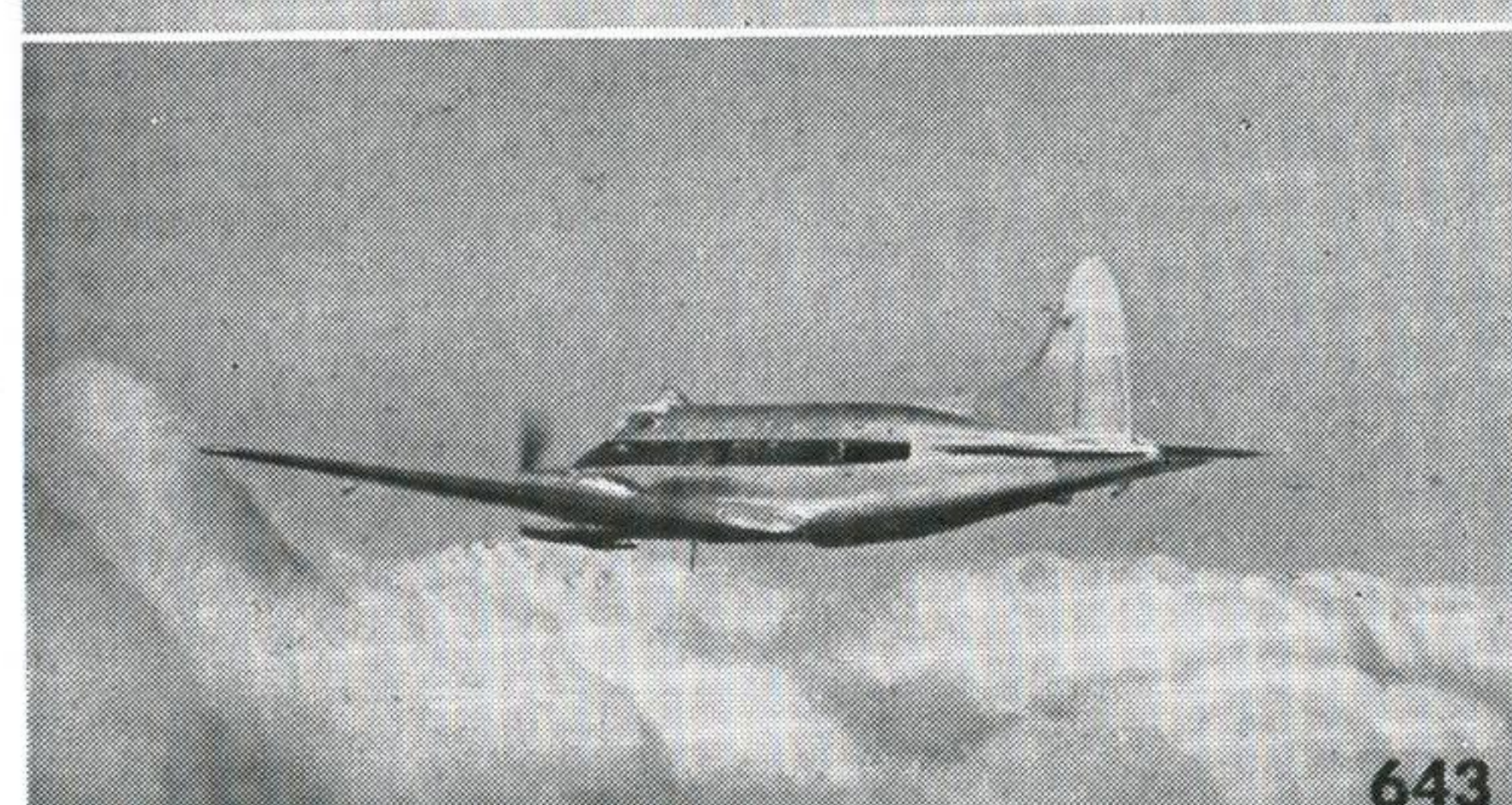
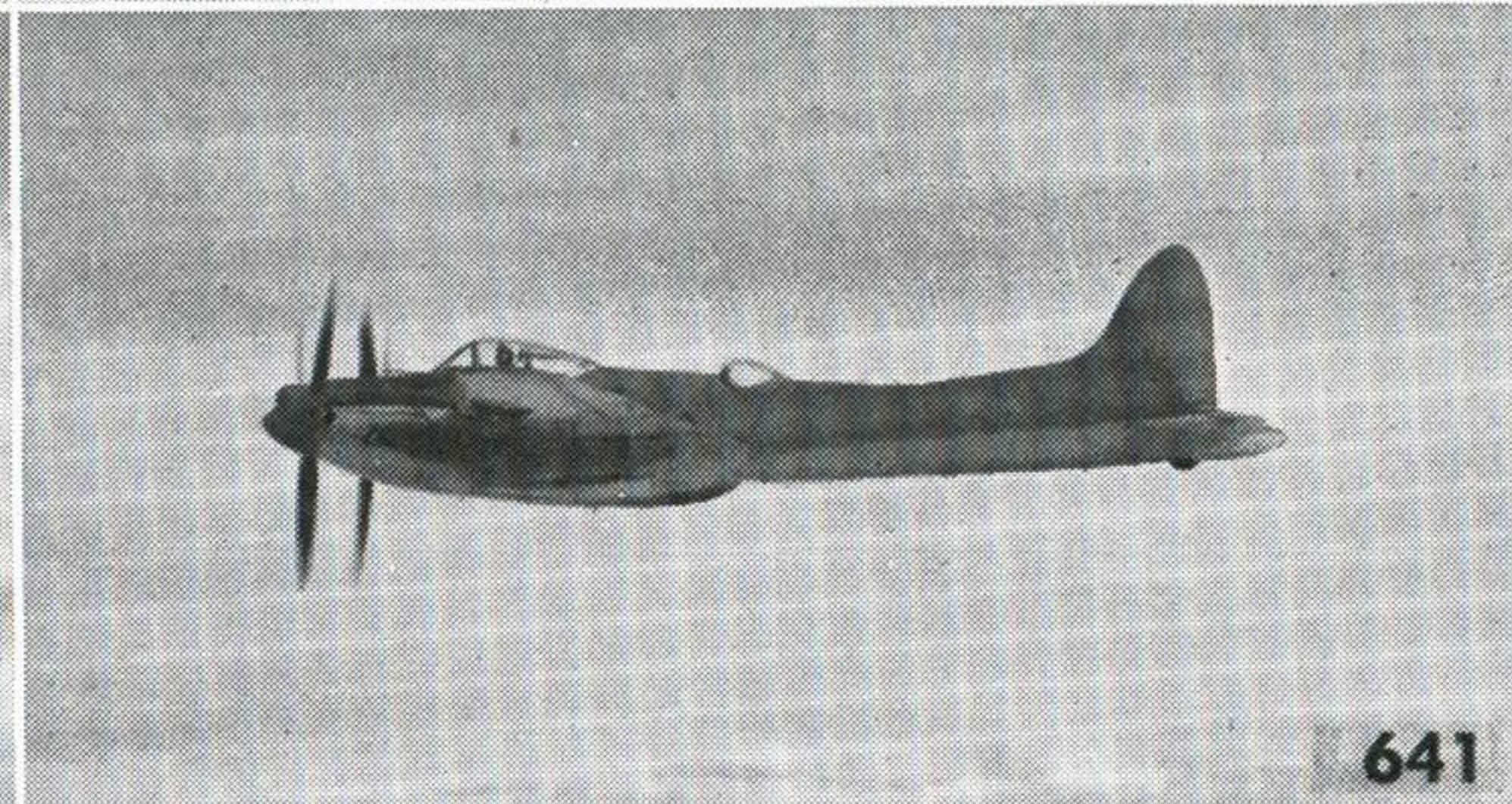
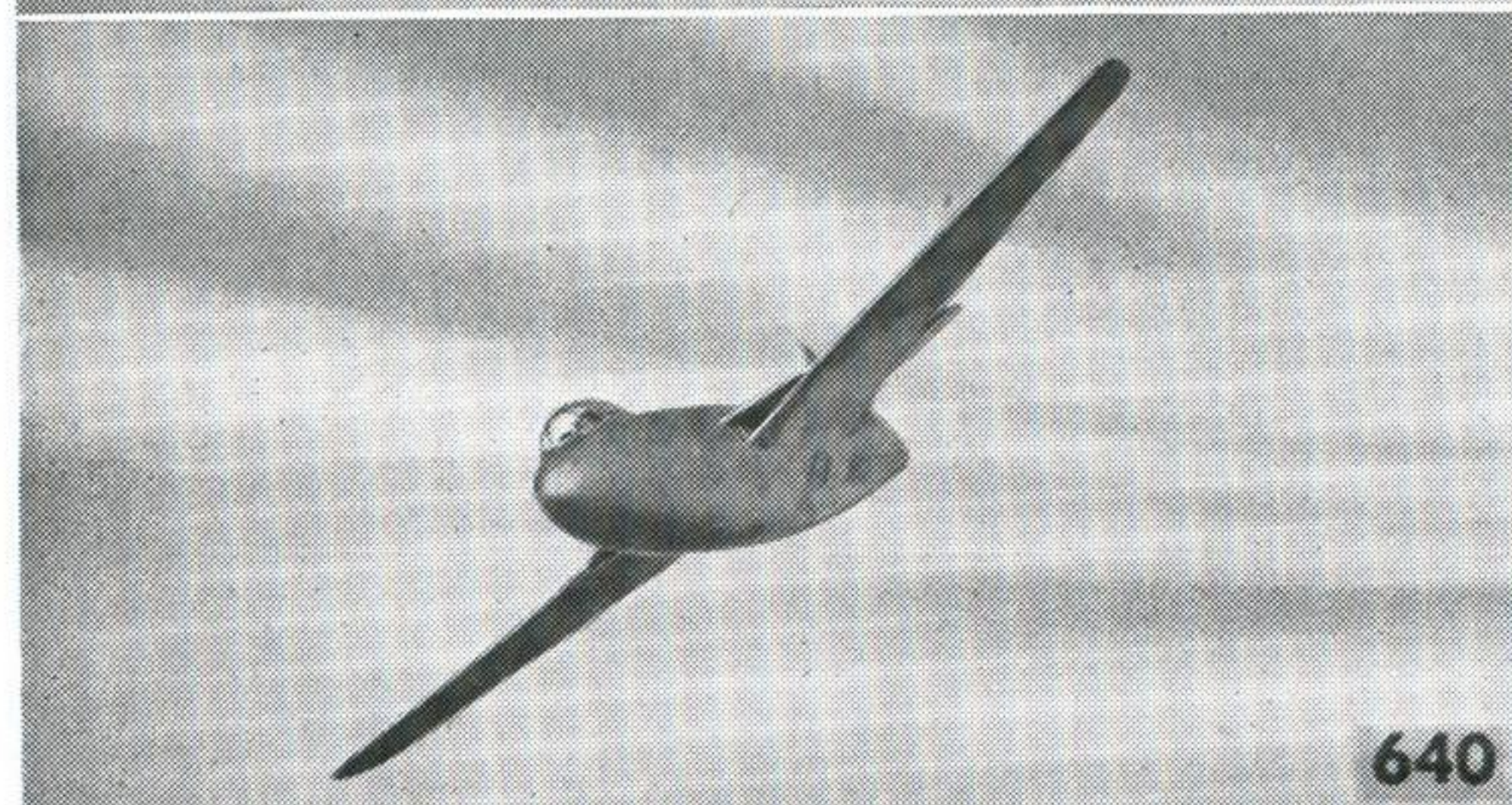
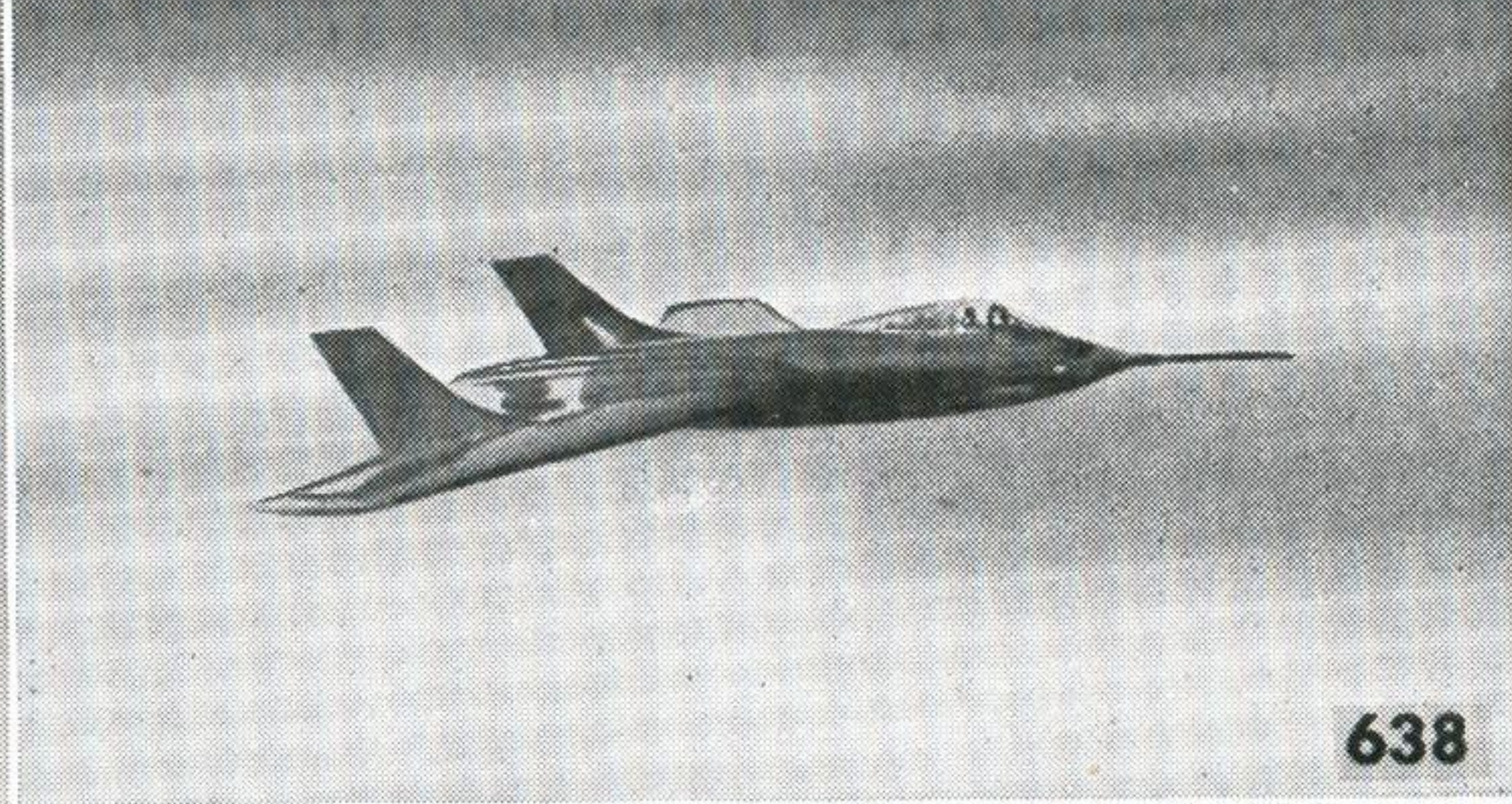
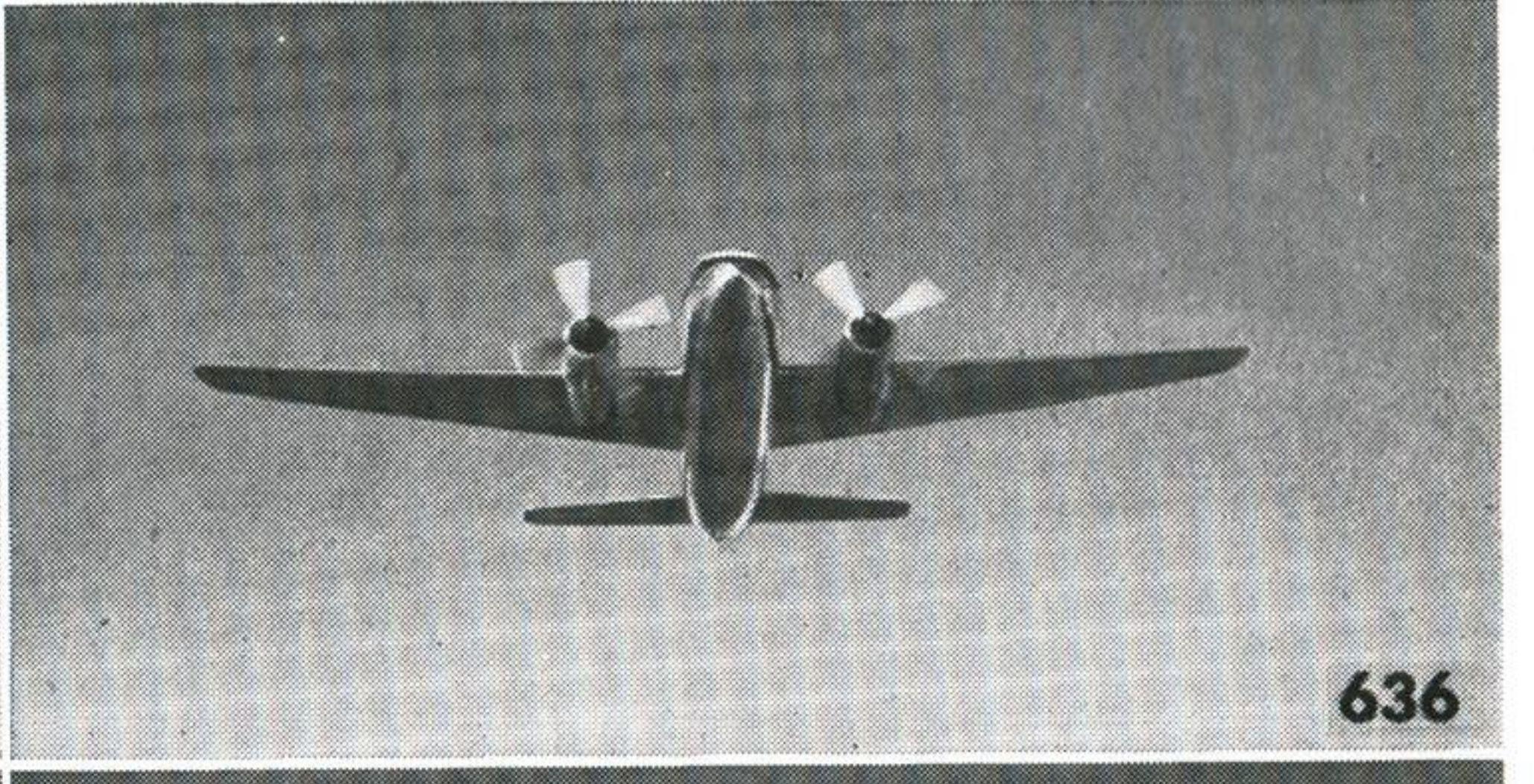
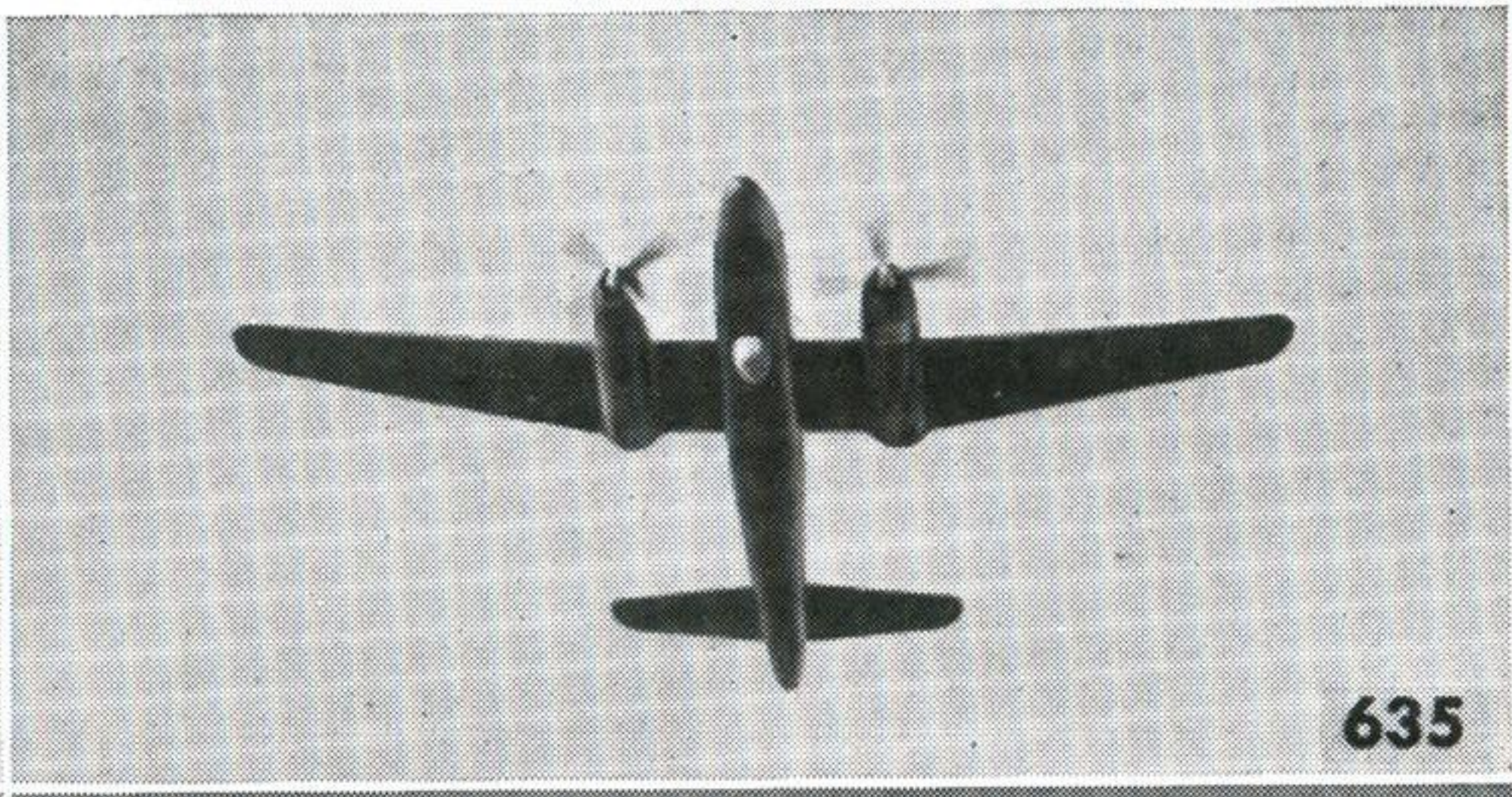
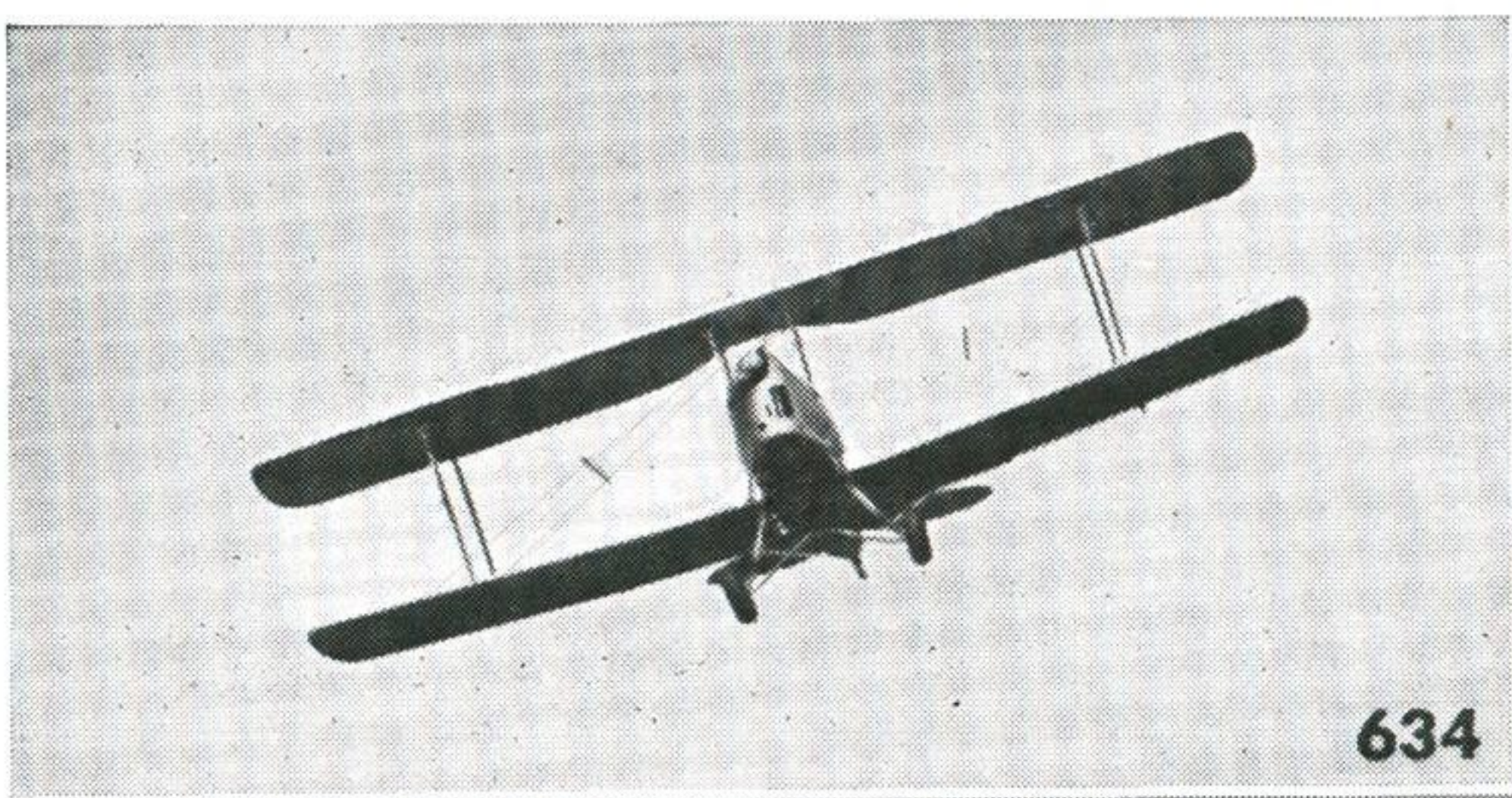


Vol. 3

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No. 12

ELEMENTARY SPOTTING





THE INTER

SERVICES

AIRCRAFT RECOGNITION JOURNAL

Changing Shapes

IN THIS EDITION of the *Journal* we have collected details of all aeroplanes worthy of recognition. They are grouped first by nationality and then sub-divided into main structural classes. In this way many confusable types are displayed side by side. Also with this edition goes the index to Volume 3, providing reference to other information on the aeroplanes illustrated, and so the whole volume becomes a useful book of reference.

It is interesting to compare this collection with the one which appeared in the *Journal* in September, 1944. The change in basic configurations, though not yet extensive, is certainly significant and well established. Without exception, straight-wing types predominated in 1944; there were no turbojets, no swept-wings, no all-wing nor tailless types, and no helicopters. Some of the jet-fighters now in service were then in the prototype stage, whilst swept-wing and all-wing types were possibly no more than gleams in the designer's eye, as he saw the great and tantalizing possibilities of the really high speeds which jet-propulsion foreshadowed.

With these new type aeroplanes have come changes in recognition features—some disappearing altogether: others

of new and startling shapes taking their places. Engines, the form, number and position of which have always formed so valuable an aid to identity, tend to be less valuable, indeed many are no longer to be seen, and the only outward and visible signs of their existence are yawning ducts, vents, holes and pipes of all sizes and shapes let into various parts of the structure. However, where the turbojet breaks into the outline it shows itself unmistakably in a variety of forms and often becomes a useful feature. Increased performance has produced fuselage forms of more extravagant line, sweep and shape, which also aid identity; while cockpit canopies tend to become less conspicuous in outline and in relative size and are thus less valuable aids.

At present the swept-wing, all-wing and tailless types are conspicuous by their rarity, and so are reasonably easy to identify when seen. But it is interesting to conjecture on the outlines we shall see in these pages in, say, 1954. There will undoubtedly still be many straight-wing propeller-driven aircraft, but at the same time the swept-wing types will have gained in numbers and so to a lesser extent, will the all-wing and tailless types. There will undoubtedly be many more helicopters, but, except in the realms of private or sport flying, we shall probably have seen the last of the biplanes.

It is inevitable that one recalls the De Havilland Tiger Moth when thinking of biplanes. We have included it in this edition because, after aero battling its way through seventeen years of Peace and War, it is still with us as a regular service type. The "Tiger" must have provided flying hours for millions of pilots, and in the twilight of its service career is still doing so. It also provides many post and operations room observers with valuable plotting and spotting hours during exercises.

For that matter, every aeroplane which flies, large, small, Service, civil or experimental, is a potential source of spotting hours. For this reason we have included the more well-known experimental types so that the fullest use can be made of them all and spotting experience kept in pace with these changing shapes.



Glorious Devon: the De Havilland D.H.104 Devon is a military version of the Dove, and apart from markings and colours, is identical externally. This one belongs to the Commander-in-Chief, Coastal Command, Royal Air Force.

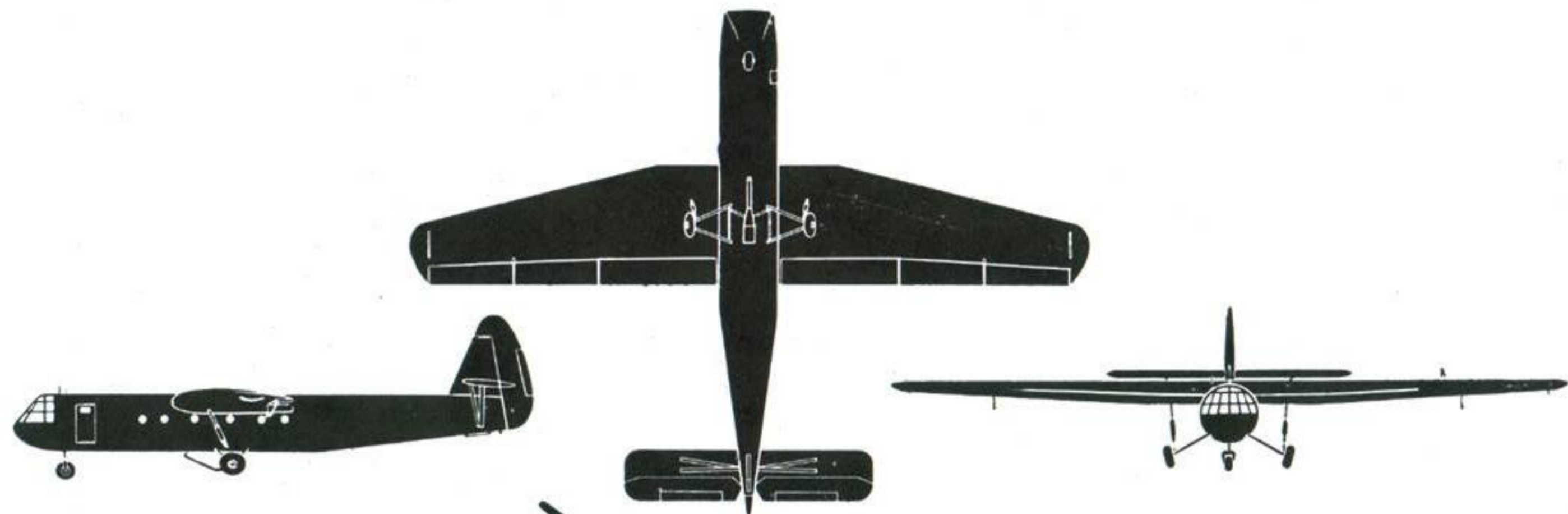
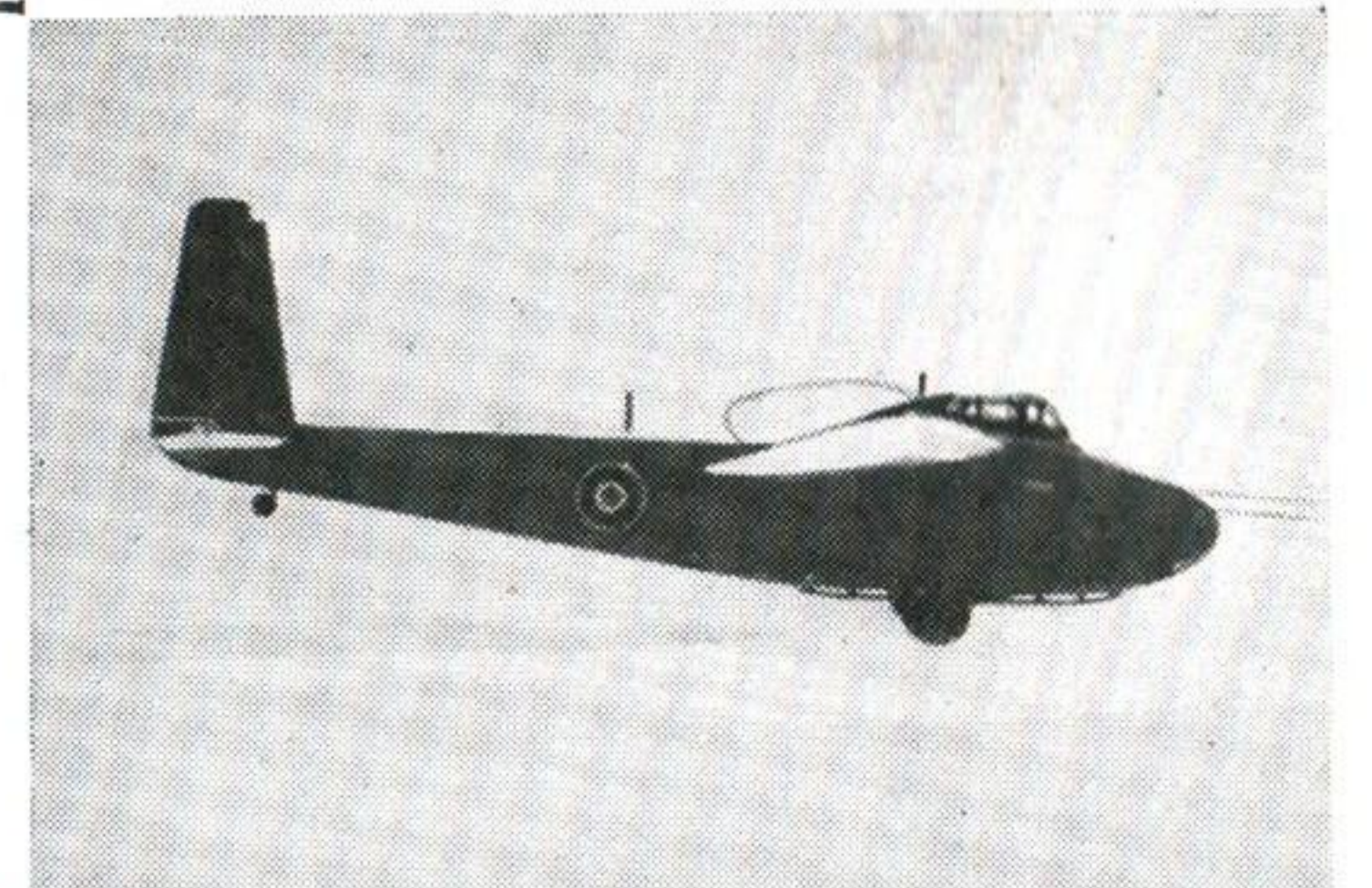
GREAT BRITAIN



General Aircraft

HAMILCAR Mk. 1

Span 110' 0" Length 68' 0"



Airspeed

HORSA Mk. 2

Span 88' 0" Length 67' 0"

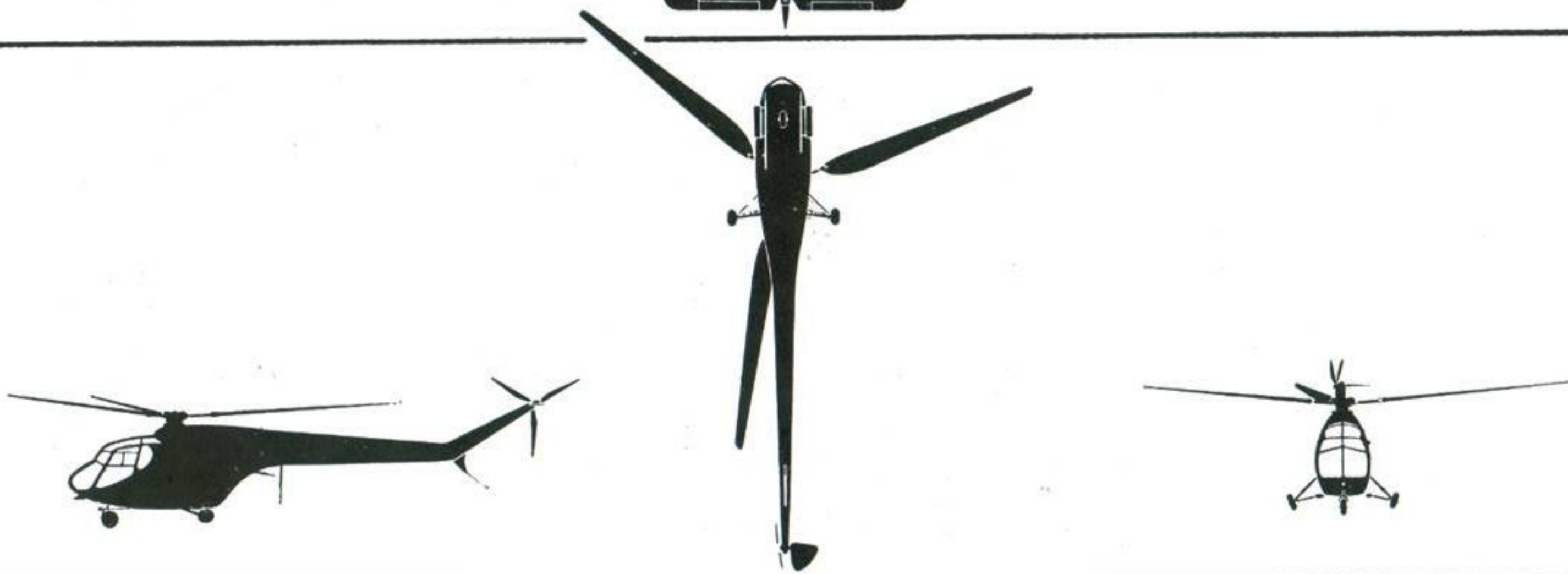


Bristol 171

SYCAMORE

(One P. & W. Wasp Junior engine)

Span (rotor diameter) 47' 5"
Length (main rotor folded) 45' 6"

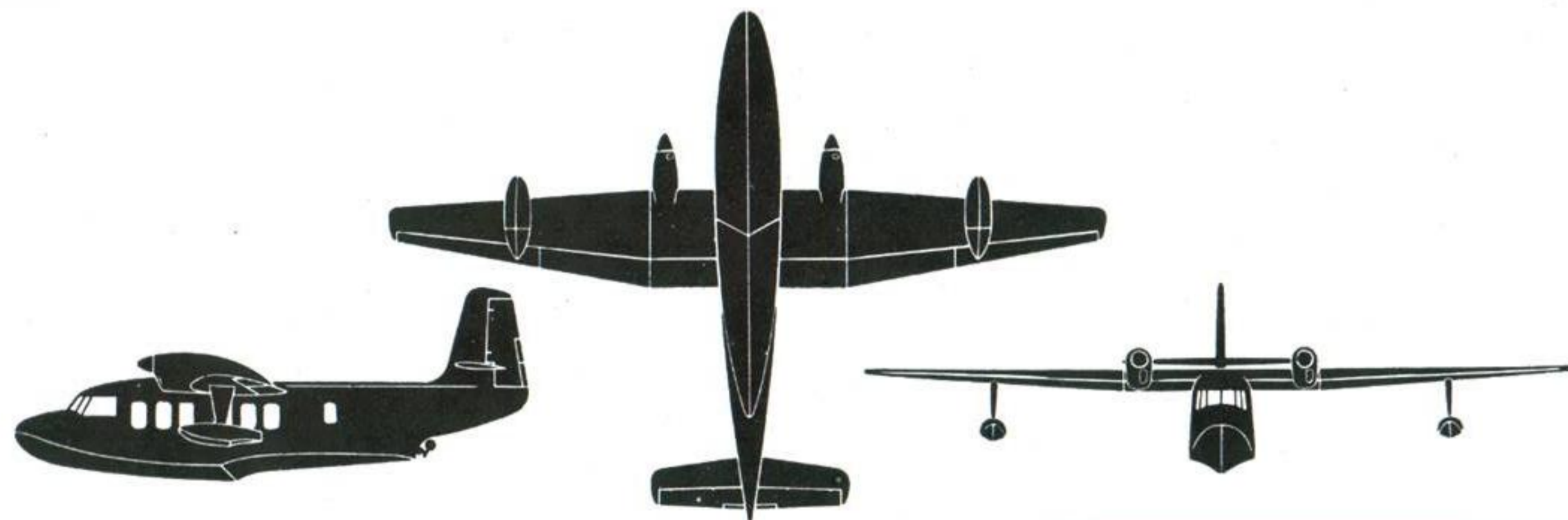


Short

SEALAND Mk. 1

(Two D.H. Gipsy Queen 70 engines)

Span 59' 0" Length 42' 2"

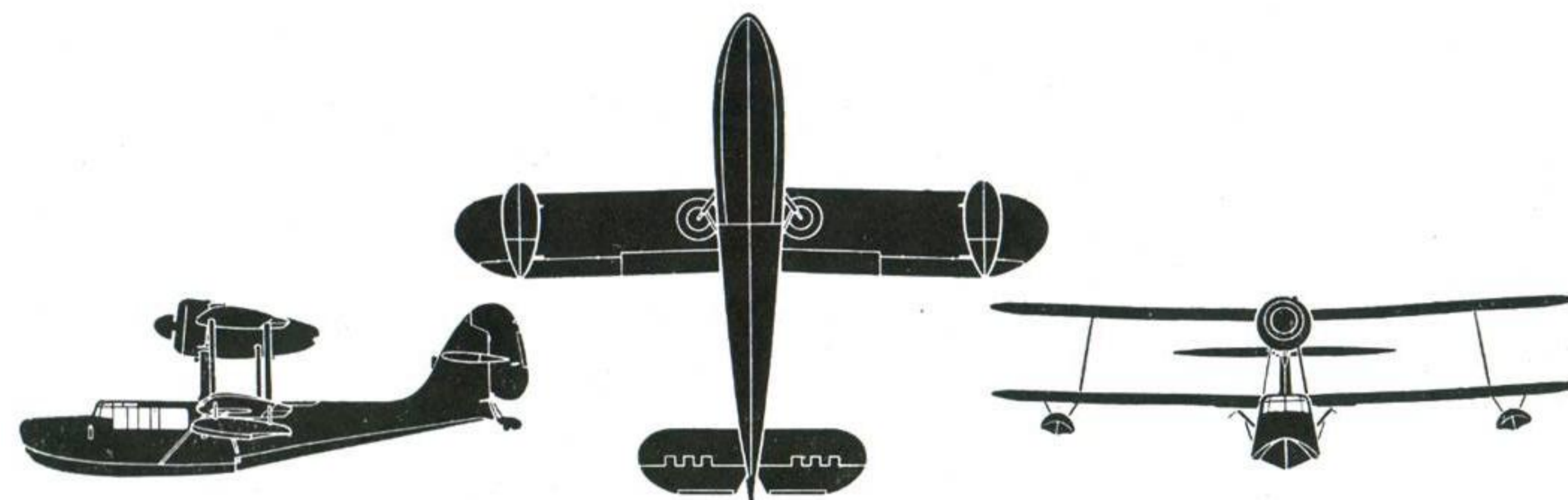


Supermarine

SEA OTTER ASR Mk. 2

(One Bristol Mercury 30 engine)

Span 46' 0" Length 39' 9"

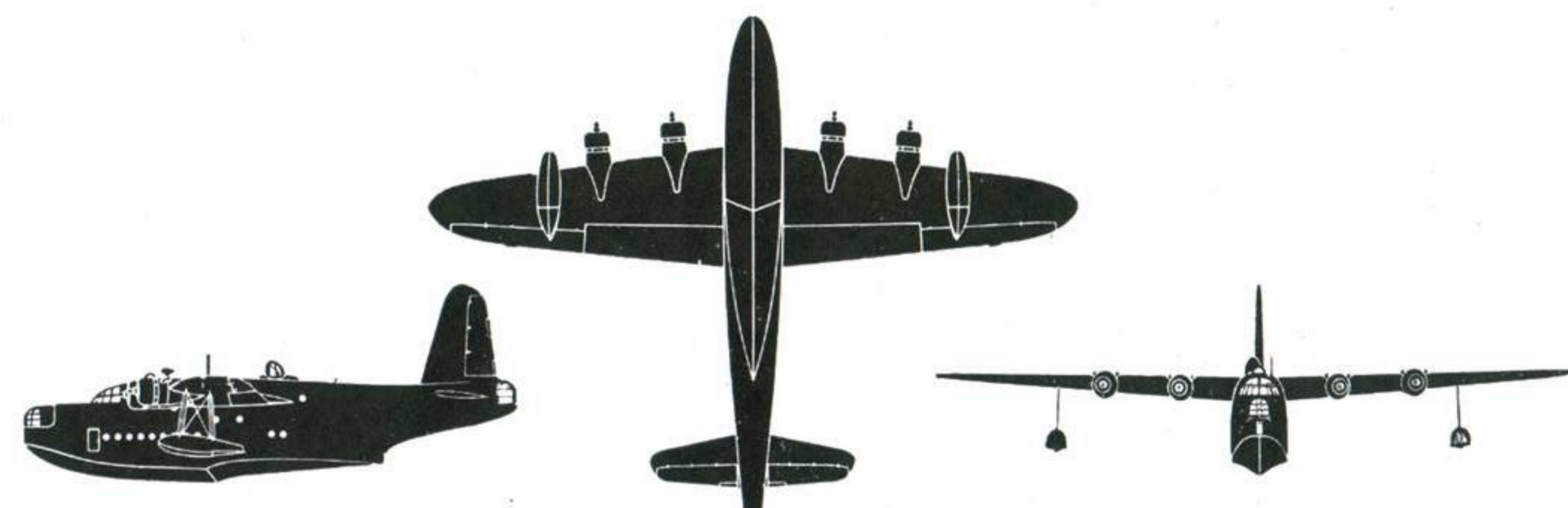


Short

SUNDERLAND GR Mk. 5

(Four P. & W. Twin Wasp engines)

Span 112' 9" Length 85' 4"

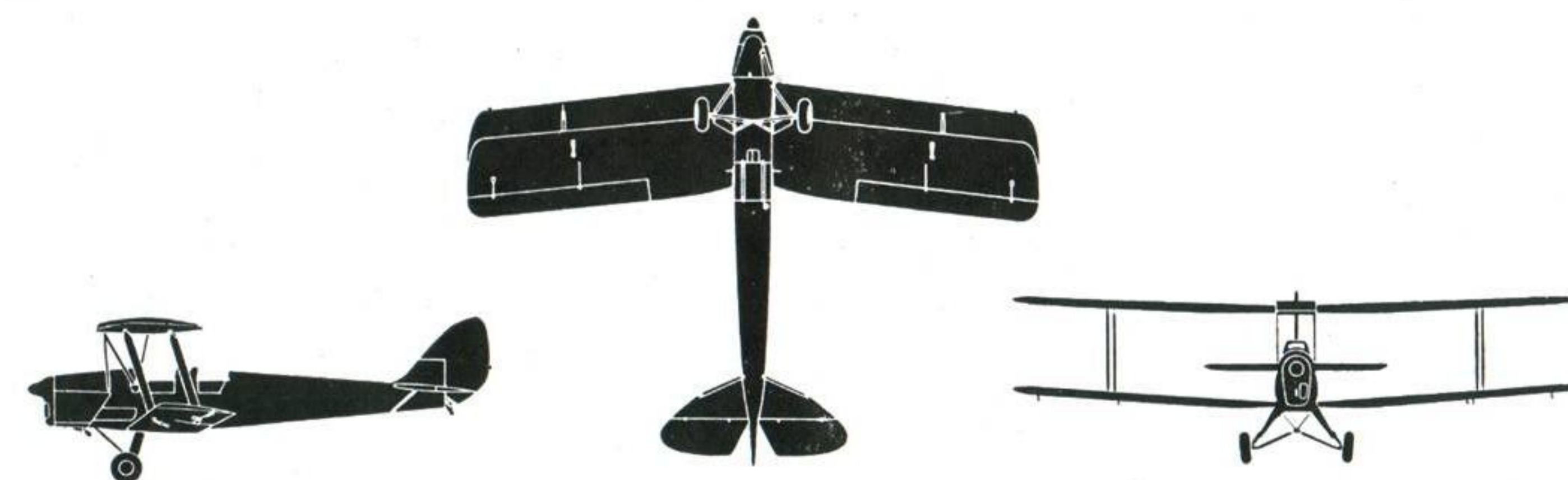


De Havilland

TIGER MOTH

(One D.H. Gipsy Major 7 engine)

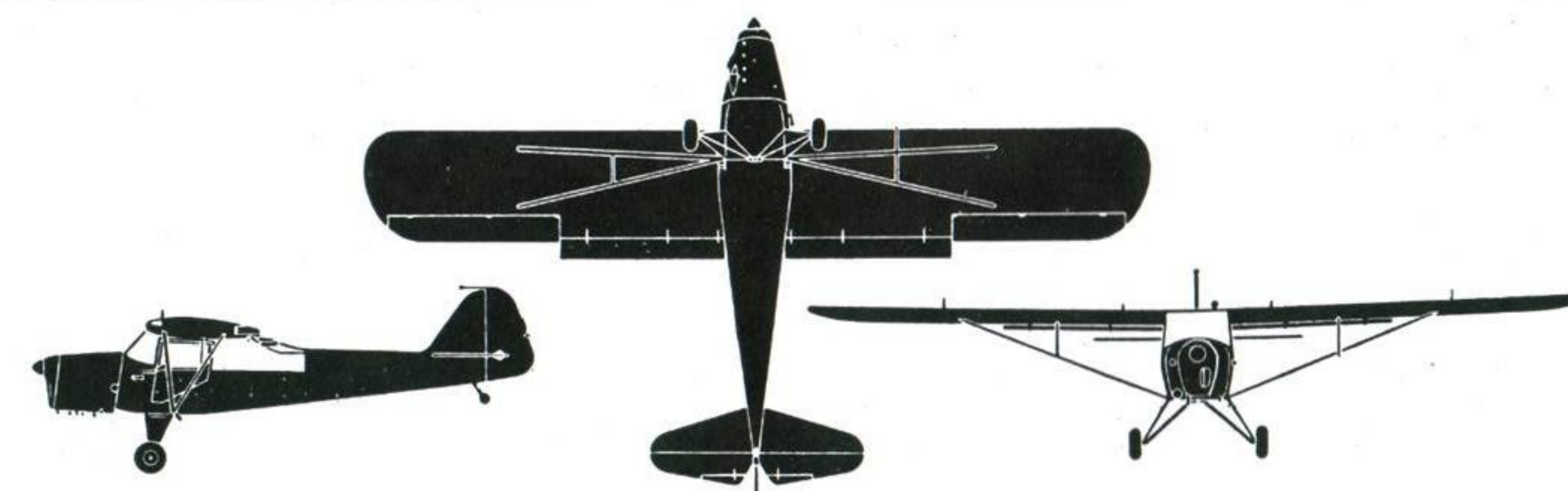
Span 29' 4" Length 23' 11"



AUSTER AOP Mk. 6

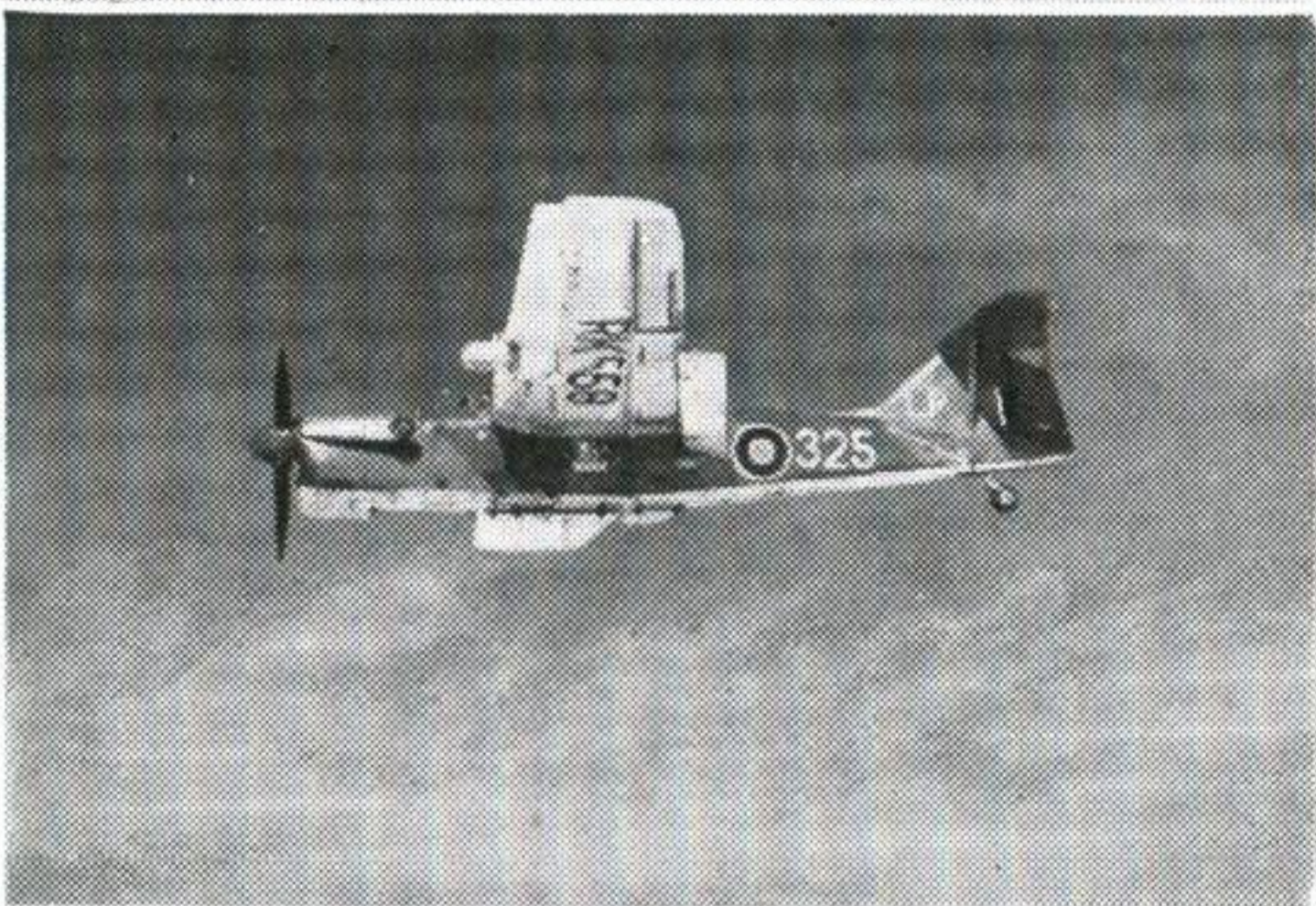
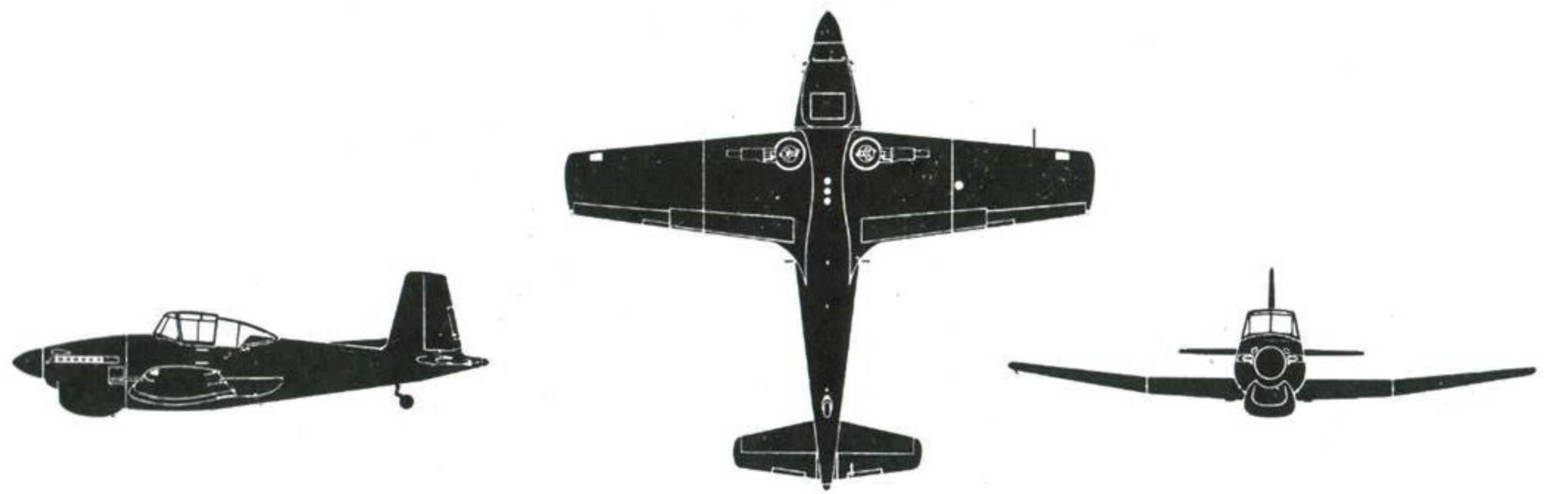
(One D.H. Gipsy Major 7 engine)

Span 36' 0" Length 23' 9"

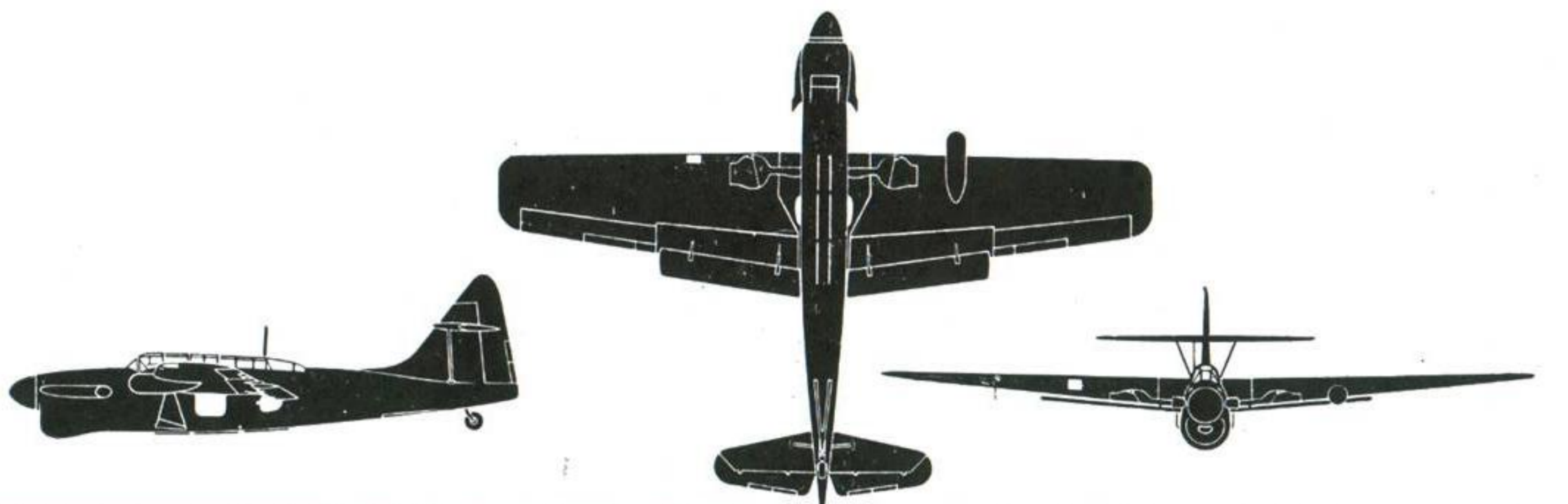




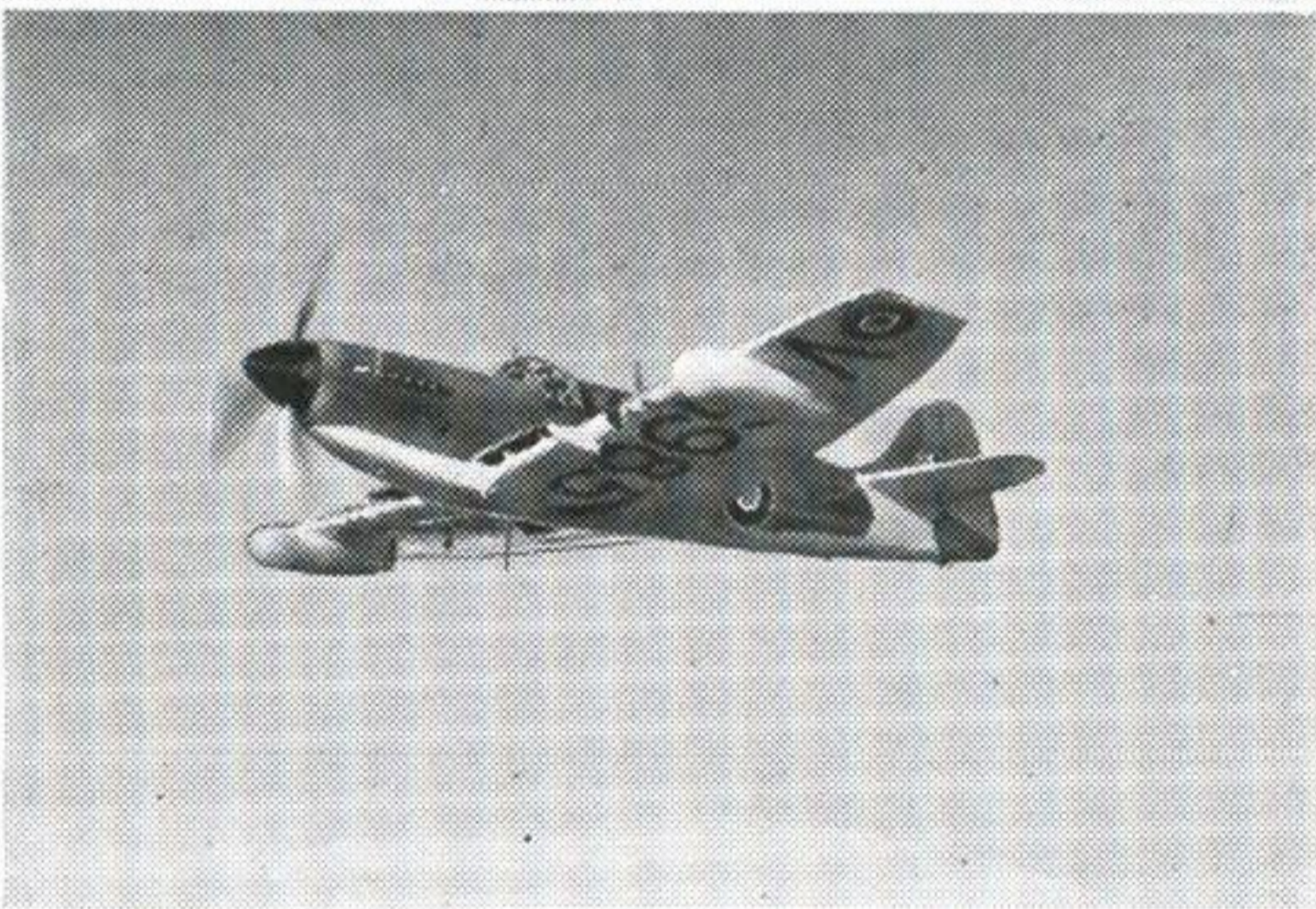
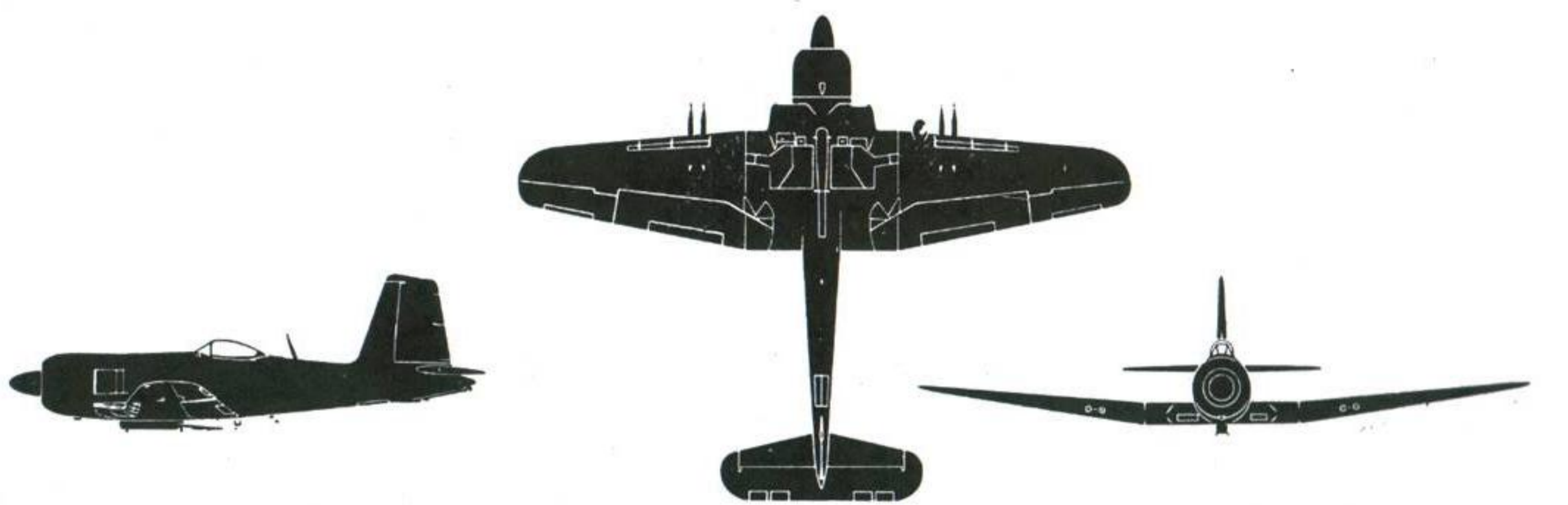
Boulton Paul
BALLIOL T Mk. 2
 (One R-R. Merlin 35 engine)
 Span 39' 4" Length 35' 1"



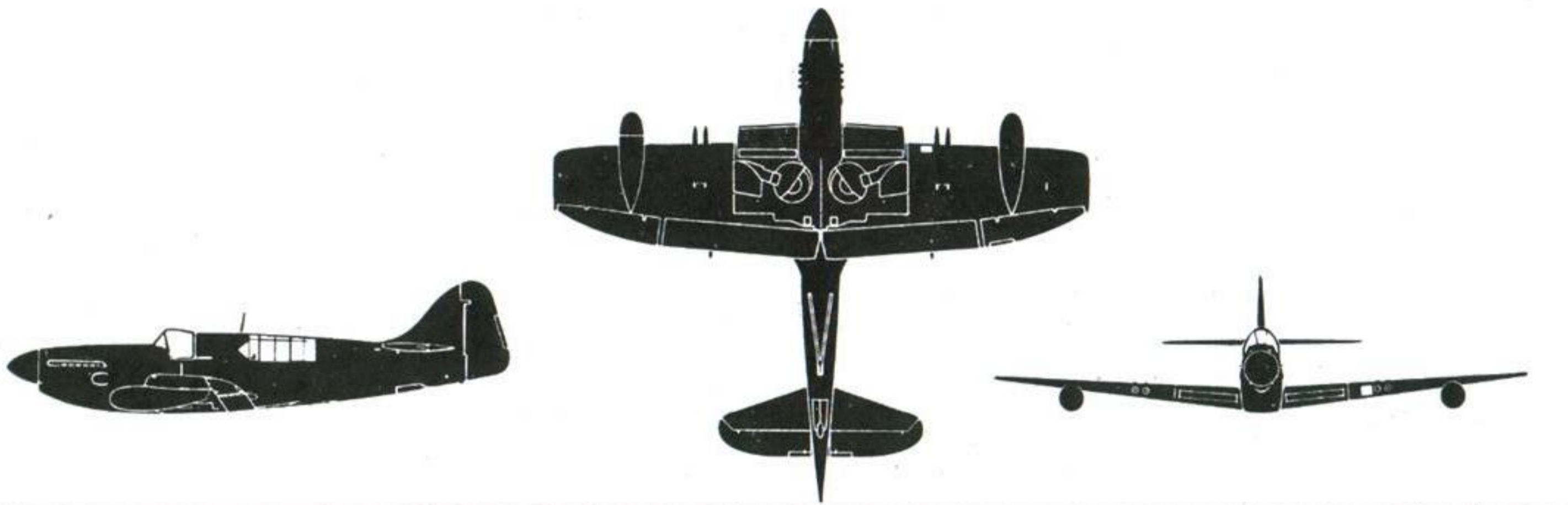
Fairey
BARRACUDA TR Mk. 5
 (One R-R. Griffon 38 engine)
 Span 53' 2" Length 41' 0"



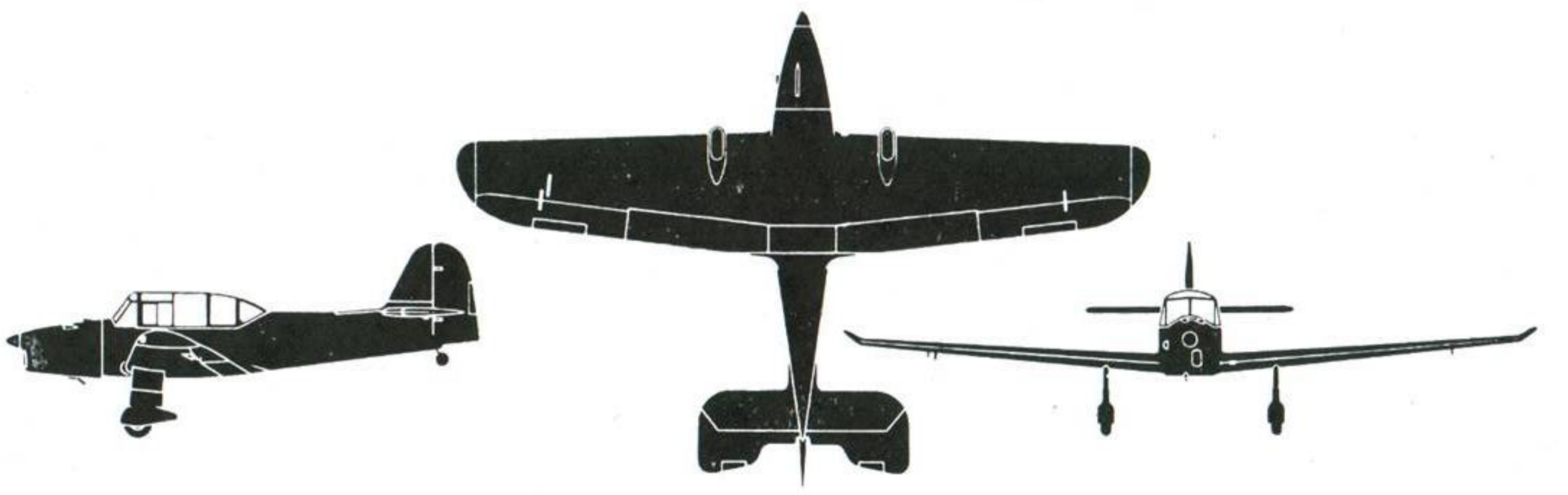
Blackburn
FIREBRAND TF Mk. 5
 (One Bristol Centaurus 9 engine)
 Span 51' 3" Length 39' 1"



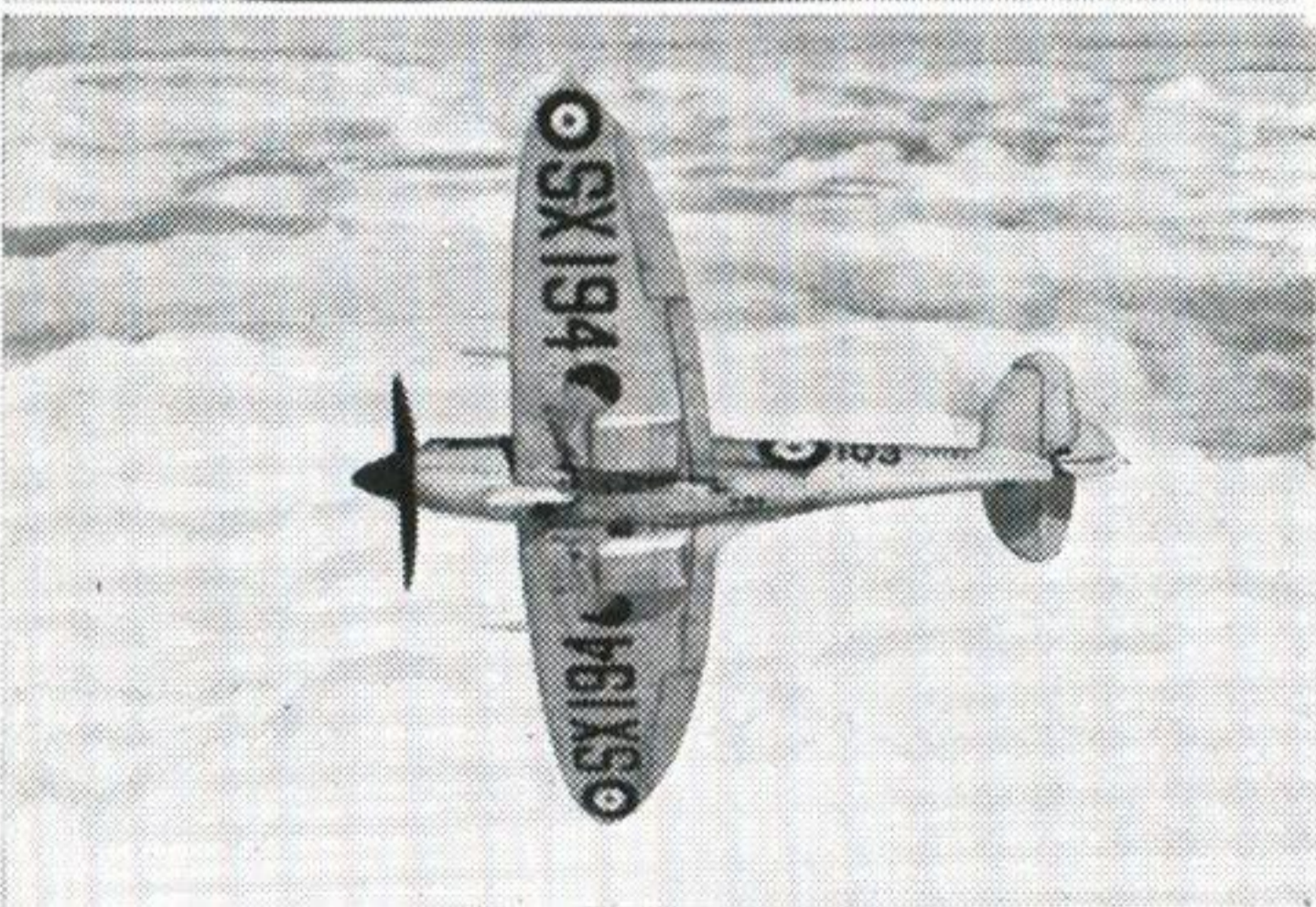
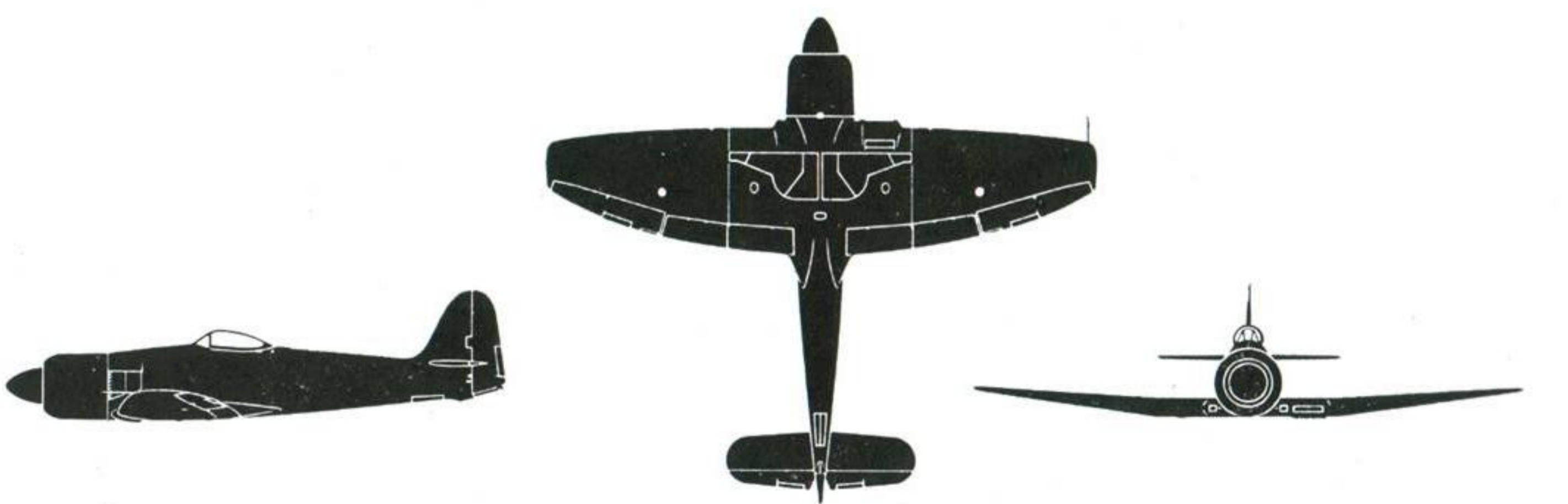
Fairey
FIREFLY NF Mk. 4
 (One R-R. Griffon 74 engine)
 Span 41' 2" Length 37' 11"



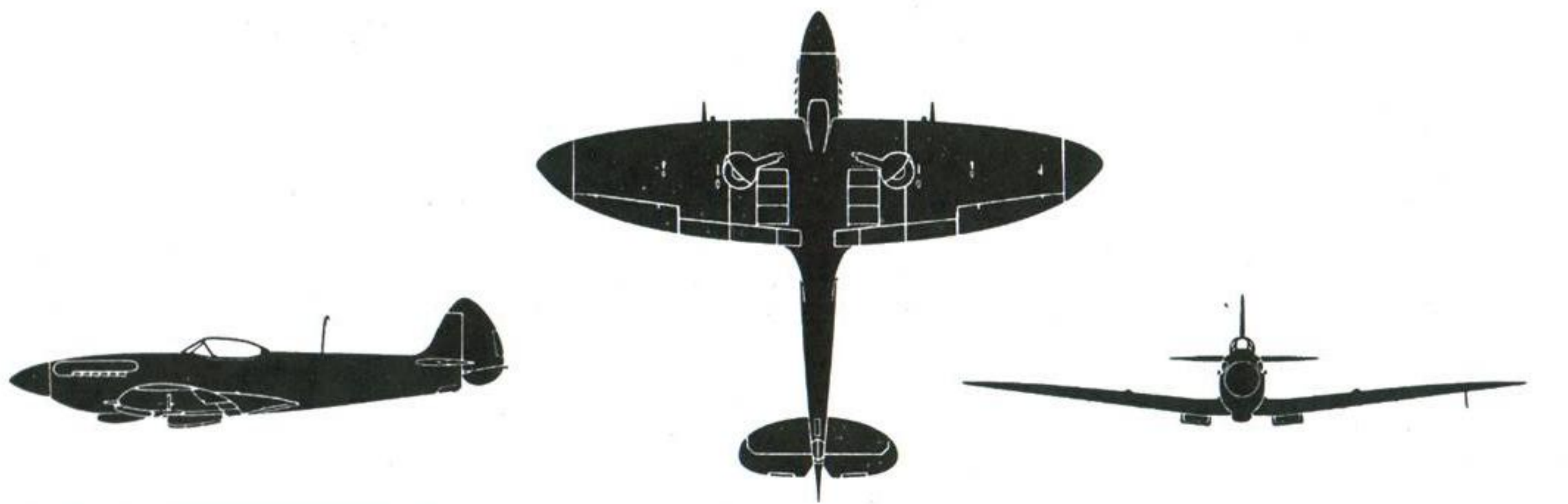
Percival
PRENTICE T Mk. 1
 (One D.H. Gipsy Queen 32 engine)
 Span 46' 0" Length 31' 7"



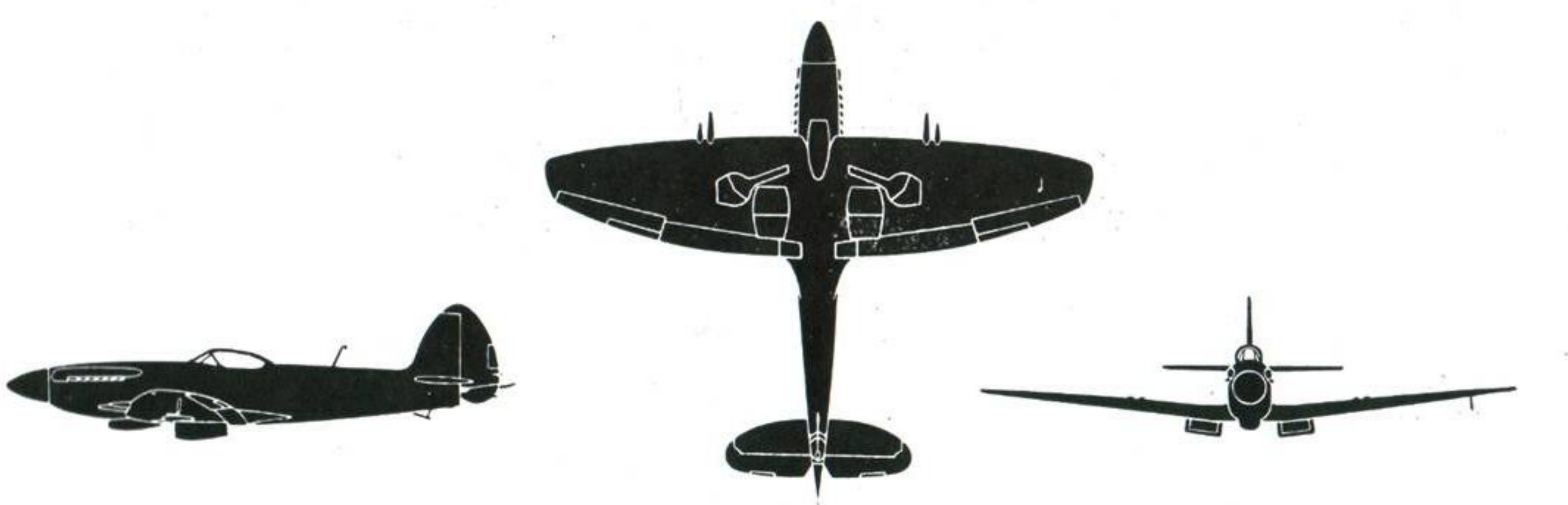
Hawker
SEA FURY F Mk. 10
 (One Bristol Centaurus 18 engine)
 Span 38' 5" Length 34' 7"

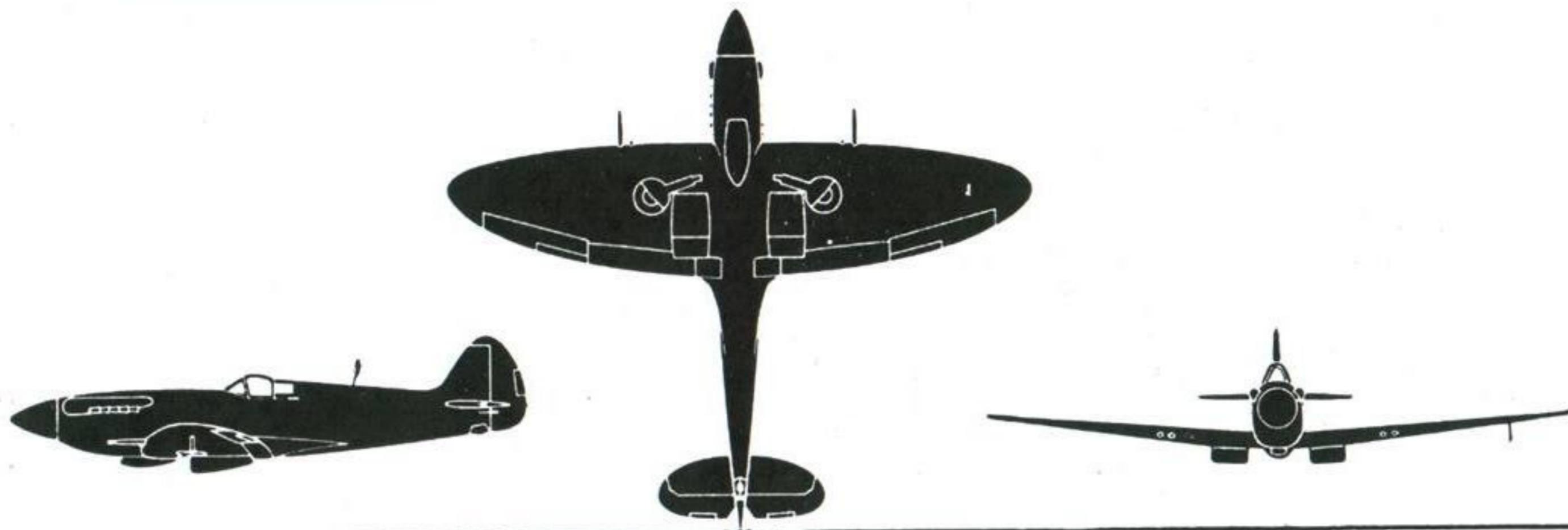


Supermarine
SEAFIRE F Mk. 17
 (One R-R. Griffon 6 engine)
 Span 36' 10" Length 32' 4"

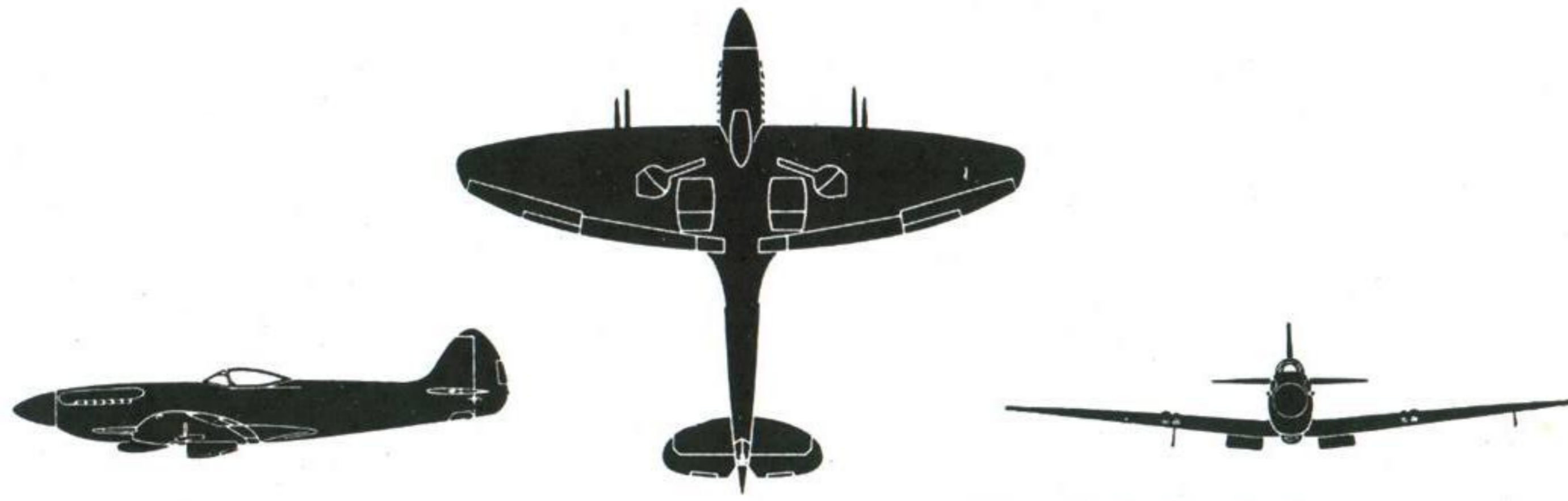


Supermarine
SEAFIRE F Mk. 47
 (One R-R. Griffon 87 or 88 engine)
 Span 36' 11" Length 33' 6"

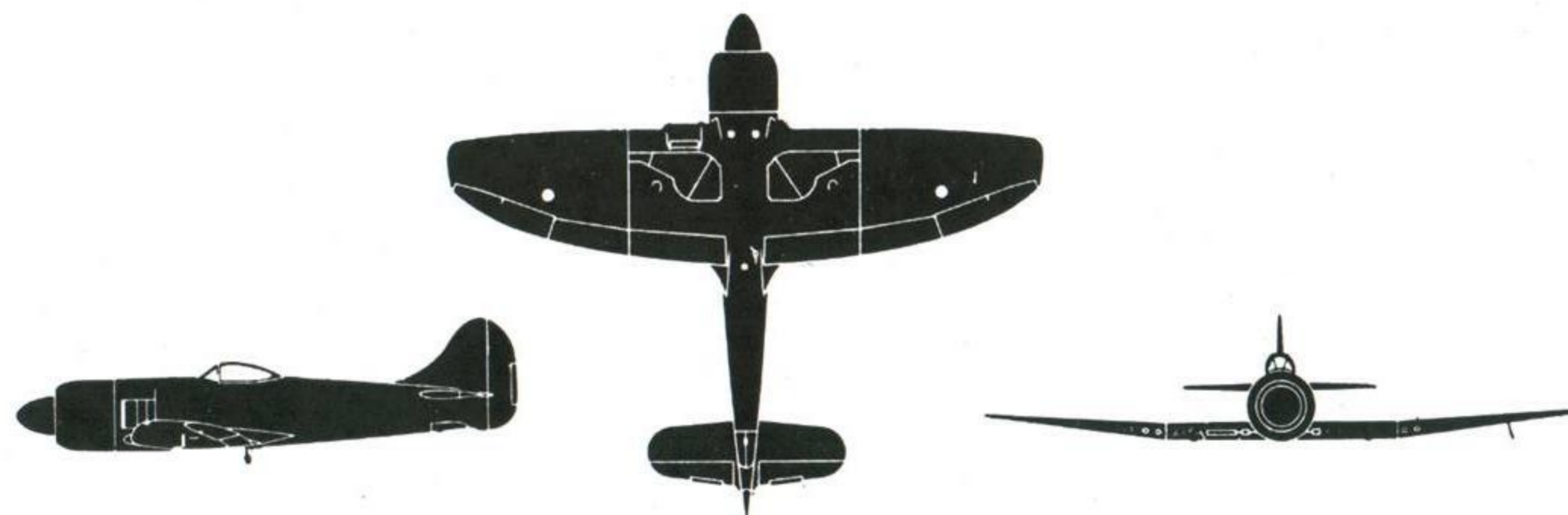




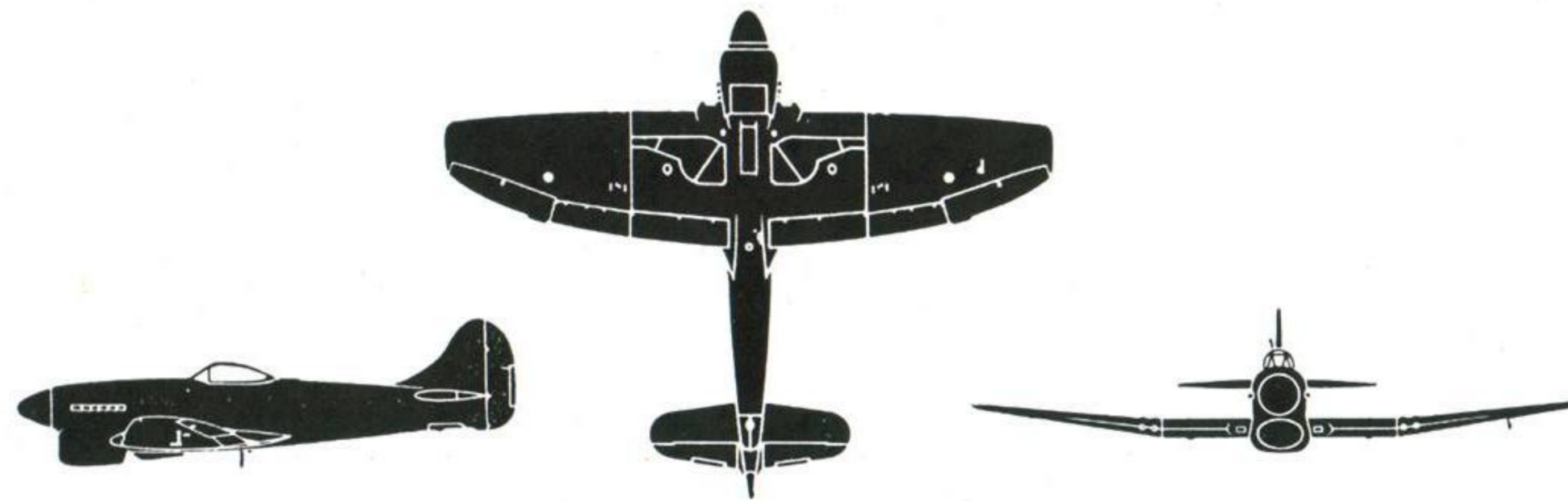
Supermarine
SPITFIRE F Mk. 14
(One R-R. Griffon 65 or 85 engine)
Span 36' 10" Length 32' 8"



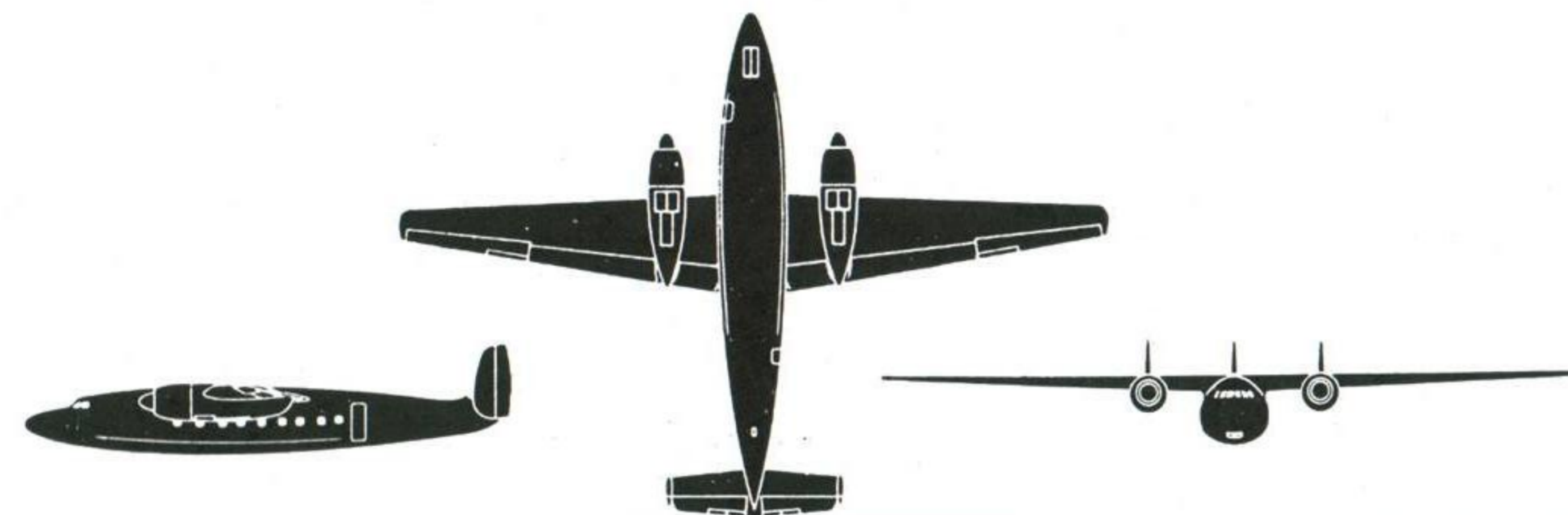
Supermarine
SPITFIRE F Mk. 22
(One R-R. Griffon 61, 64 or 85 engine)
Span 36' 11" Length 32' 11"



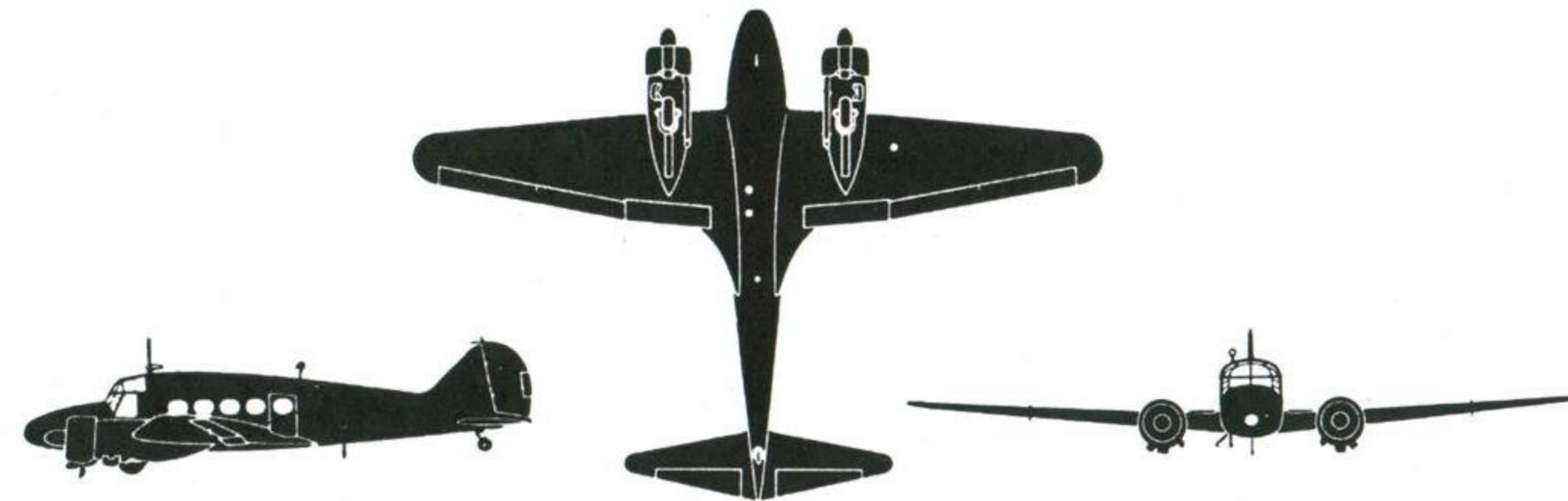
Hawker
TEMPEST F Mk. 2
(One Bristol Centaurus 5 engine)
Span 41' 0" Length 34' 5"



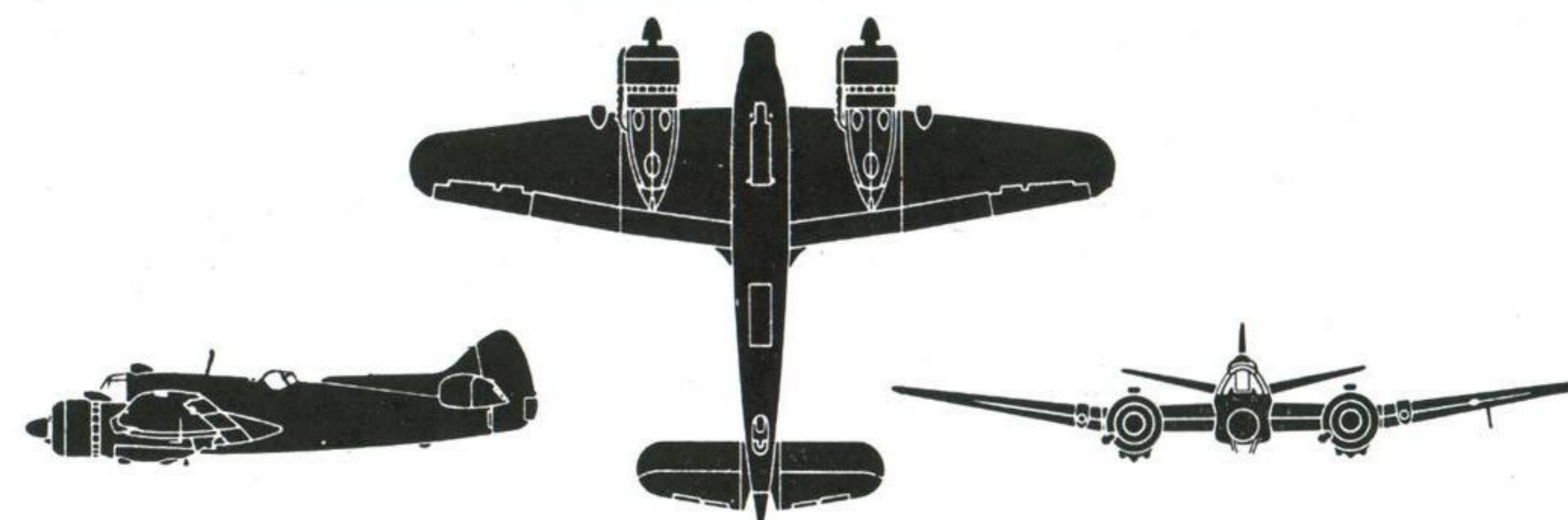
Hawker
TEMPEST F Mk. 6
(One Napier Sabre 5 engine)
Span 41' 0" Length 33' 8"



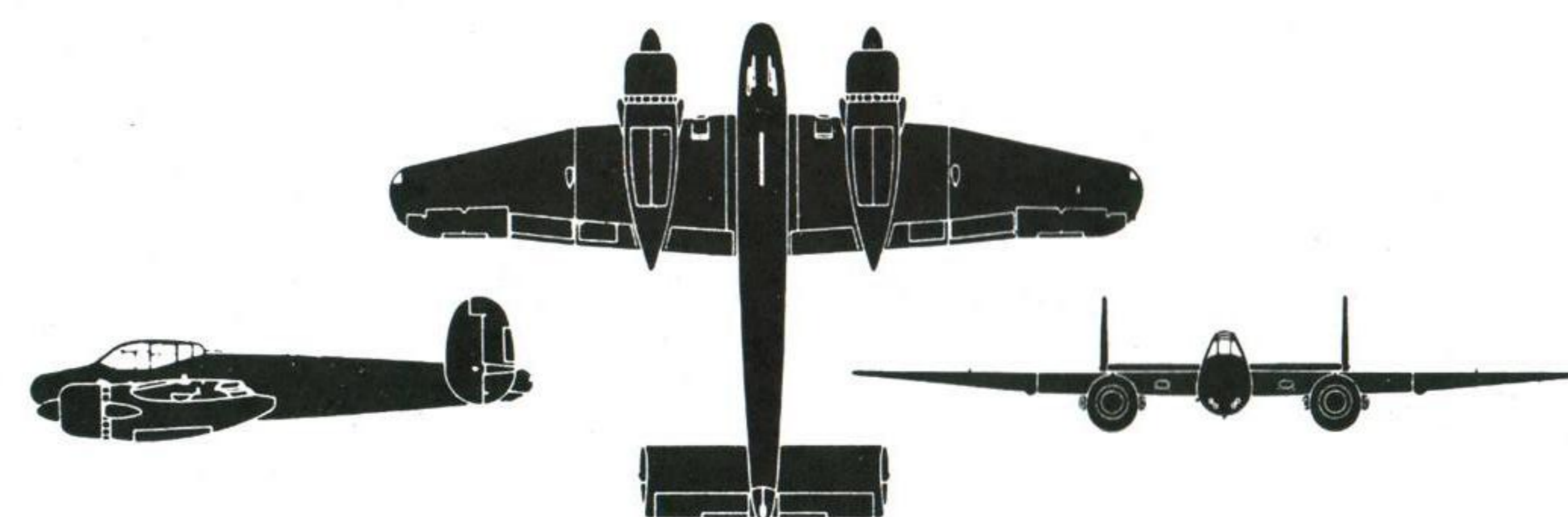
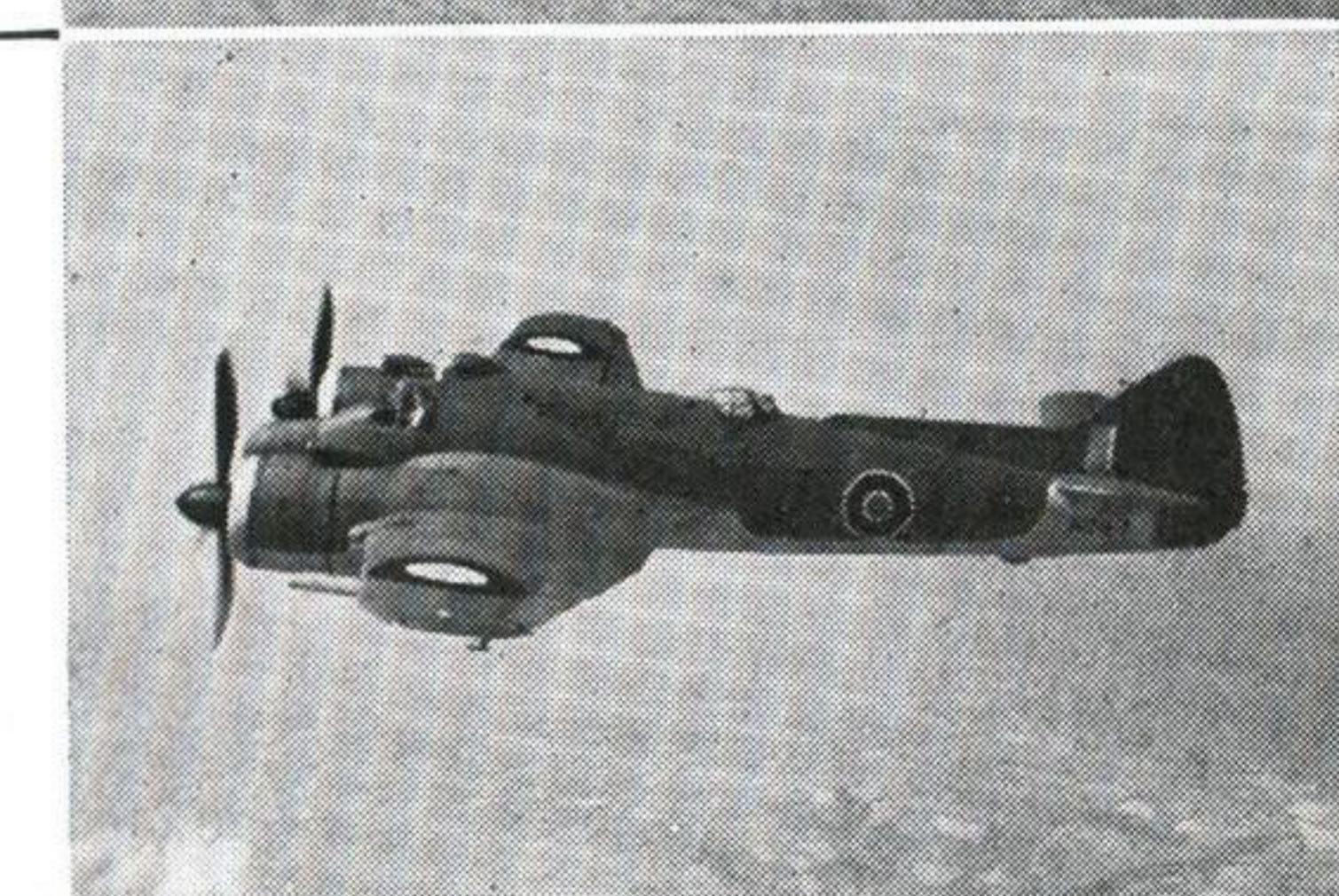
Airspeed
AMBASSADOR
(Two Bristol Centaurus 661 engines)
Span 115' 0" Length 80' 3"



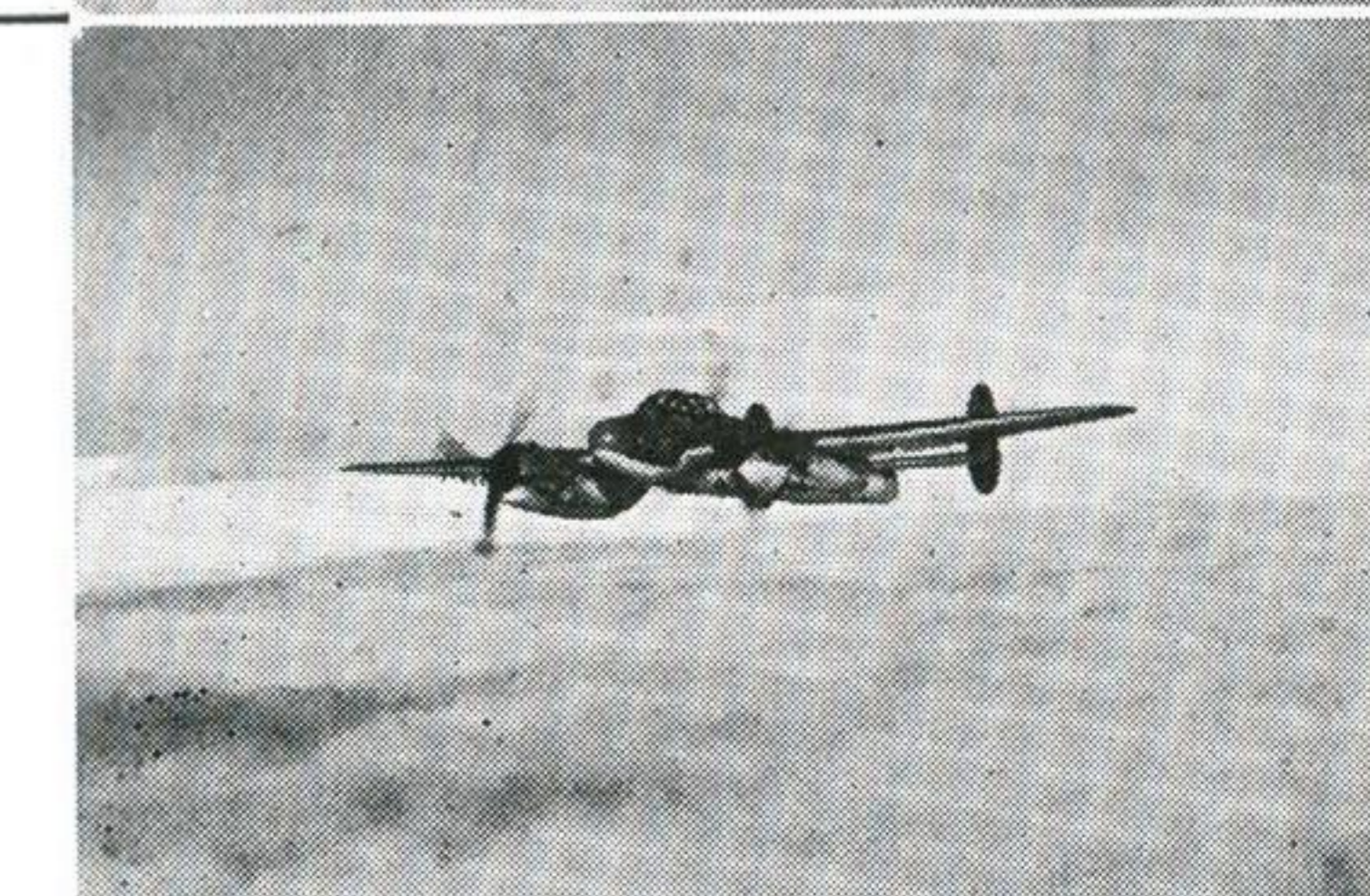
Avro
ANSON Mk. 19
(Two A. W. Cheetah 15 engines)
Span 56' 6" Length 42' 3"

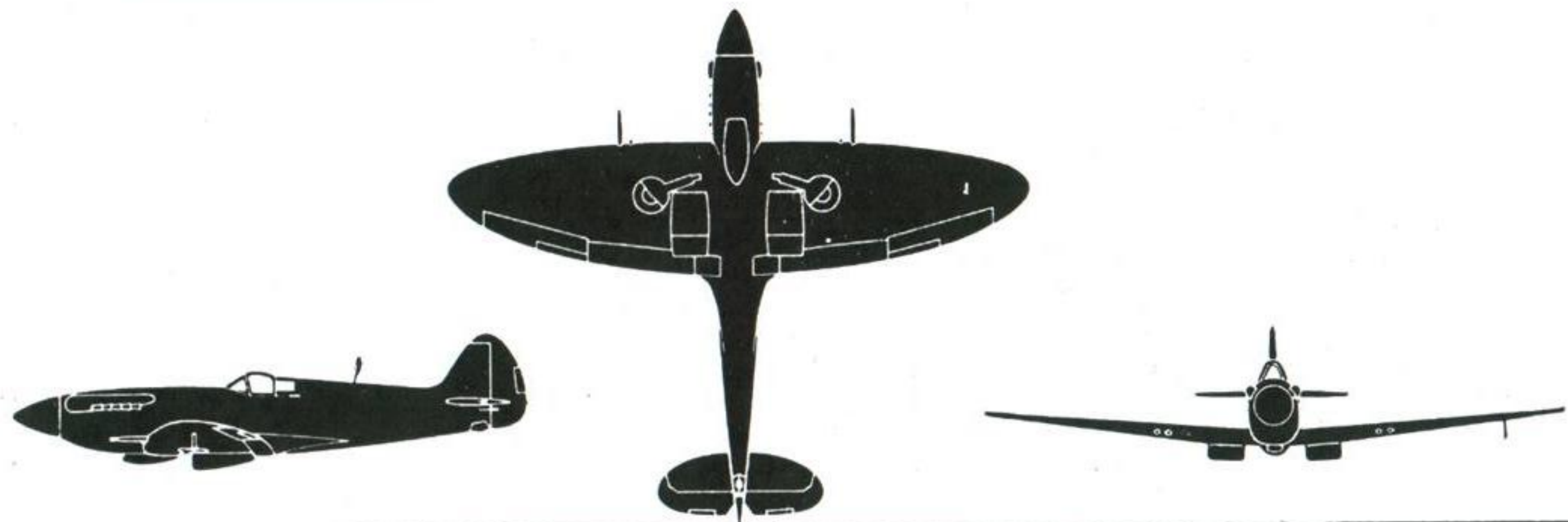


Bristol
BEAUFIGHTER TF Mk. 10
(Two Bristol Hercules 18 engines)
Span 57' 10" Length 41' 8"



Bristol
BRIGAND B Mk. 1
(Two Bristol Centaurus 57 engines)
Span 72' 4" Length 46' 5"



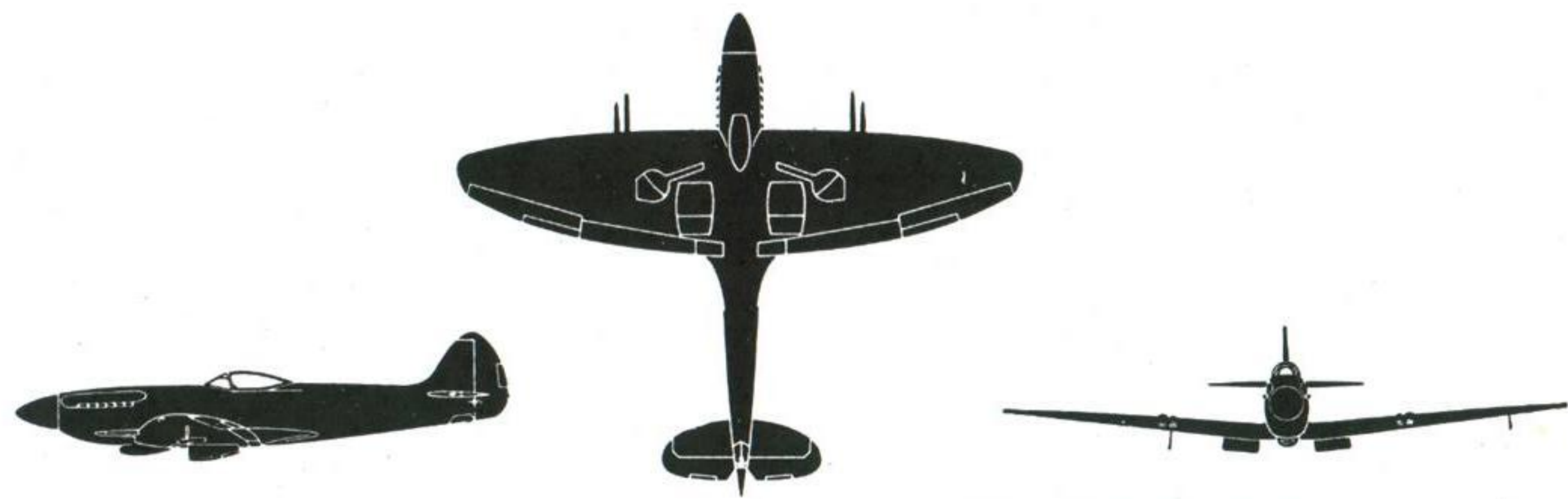


Supermarine

SPITFIRE F Mk. 14

(One R-R. Griffon 65 or 85 engine)

Span 36' 10" Length 32' 8"

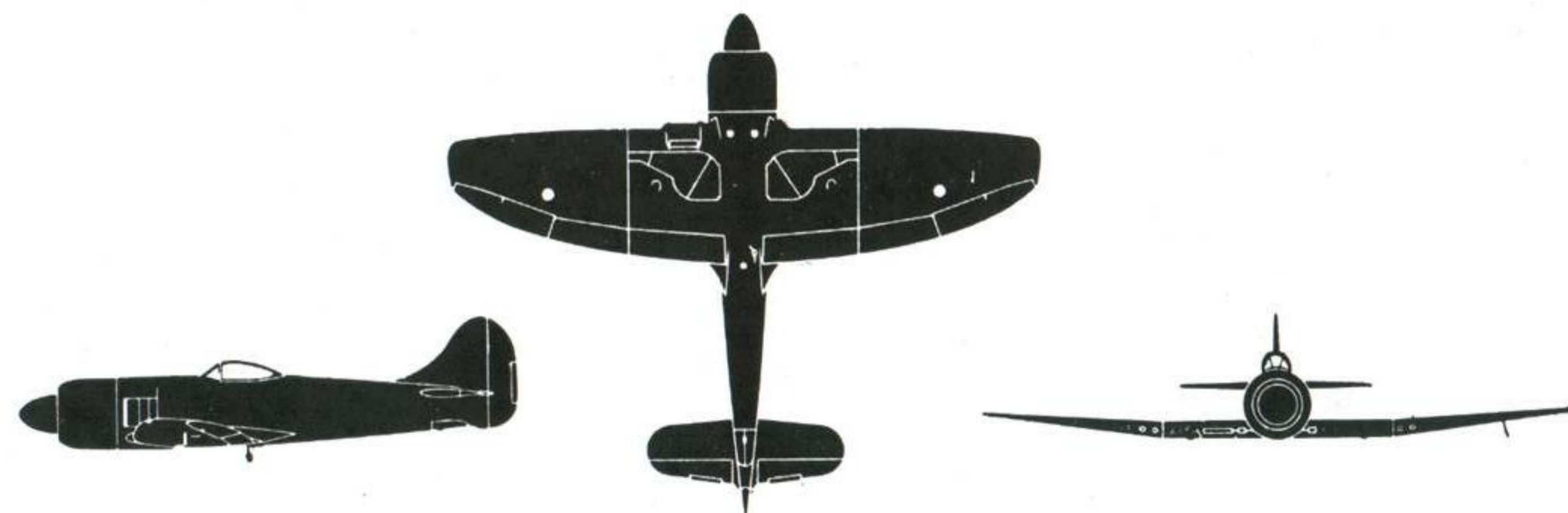


Supermarine

SPITFIRE F Mk. 22

(One R-R. Griffon 61, 64 or 85 engine)

Span 36' 11" Length 32' 11"

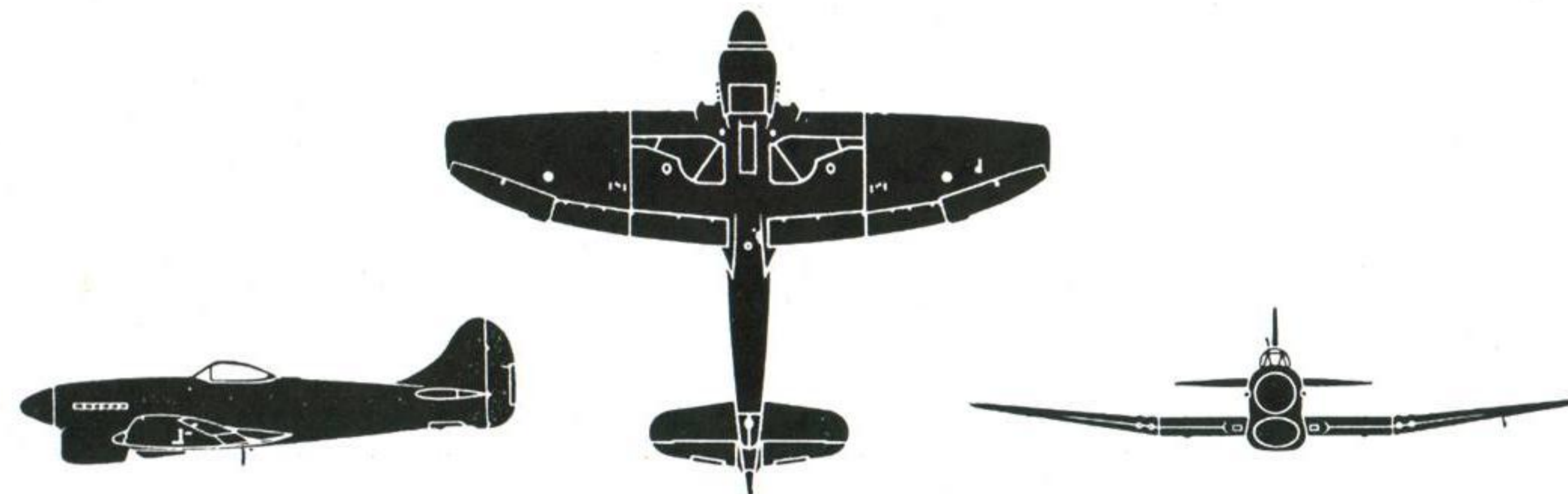


Hawker

TEMPEST F Mk. 2

(One Bristol Centaurus 5 engine)

Span 41' 0" Length 34' 5"

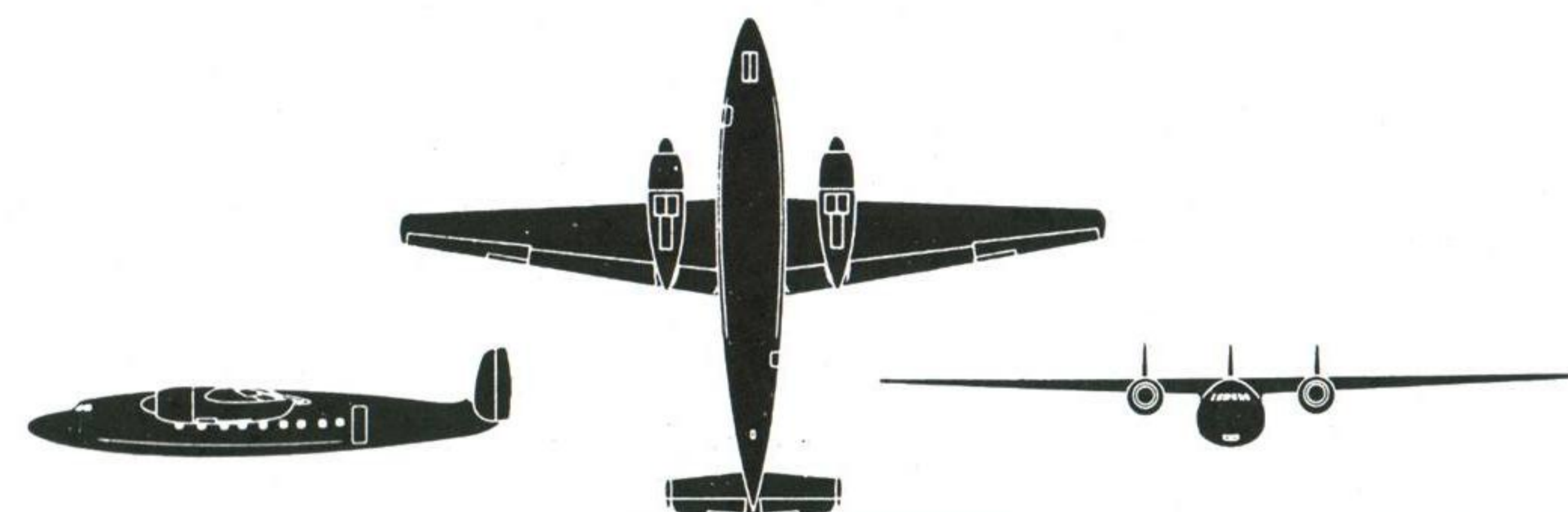


Hawker

TEMPEST F Mk. 6

(One Napier Sabre 5 engine)

Span 41' 0" Length 33' 8"

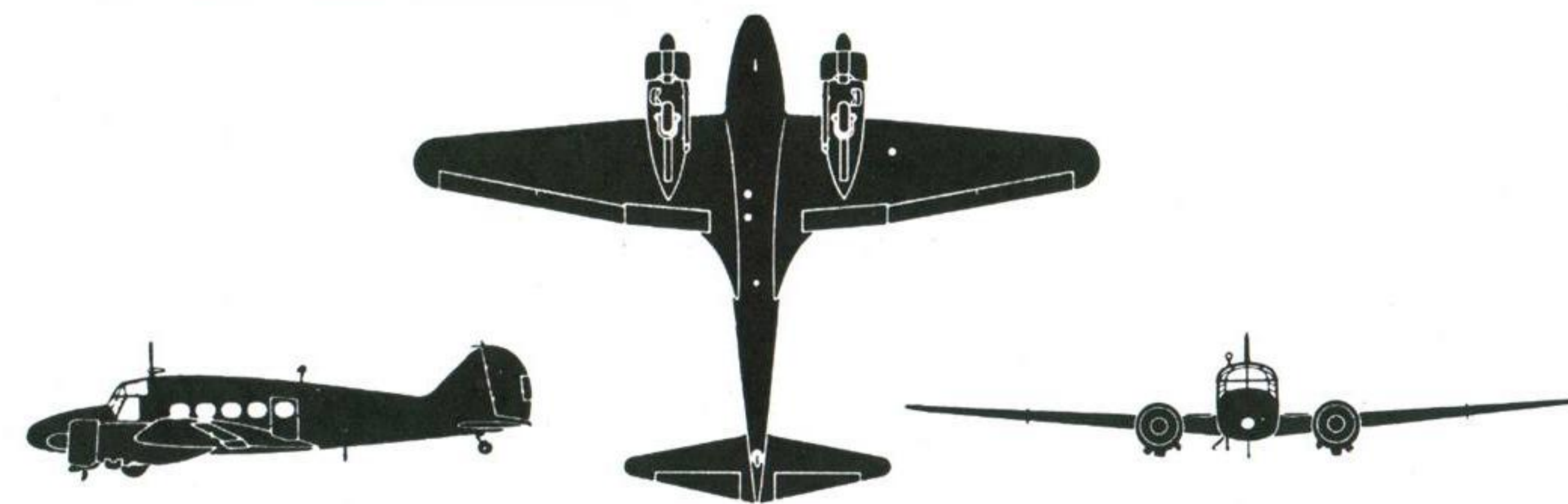


Airspeed

AMBASSADOR

(Two Bristol Centaurus 661 engines)

Span 115' 0" Length 80' 3"

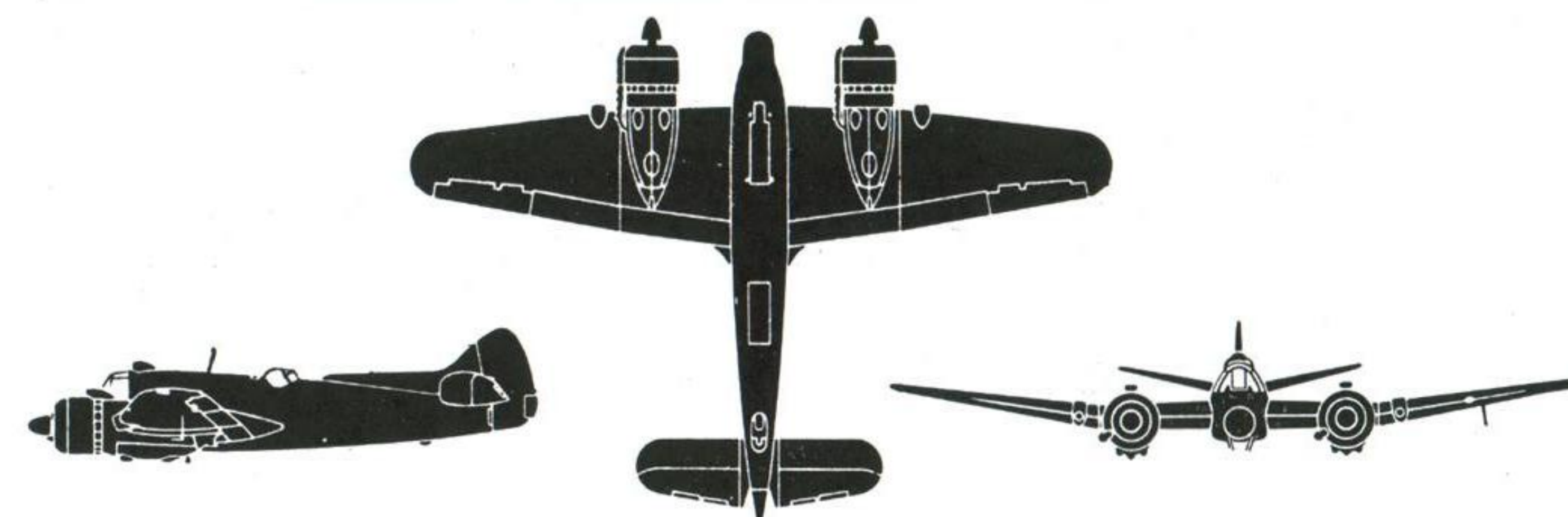


Avro

ANSON Mk. 19

(Two A. W. Cheetah 15 engines)

Span 56' 6" Length 42' 3"

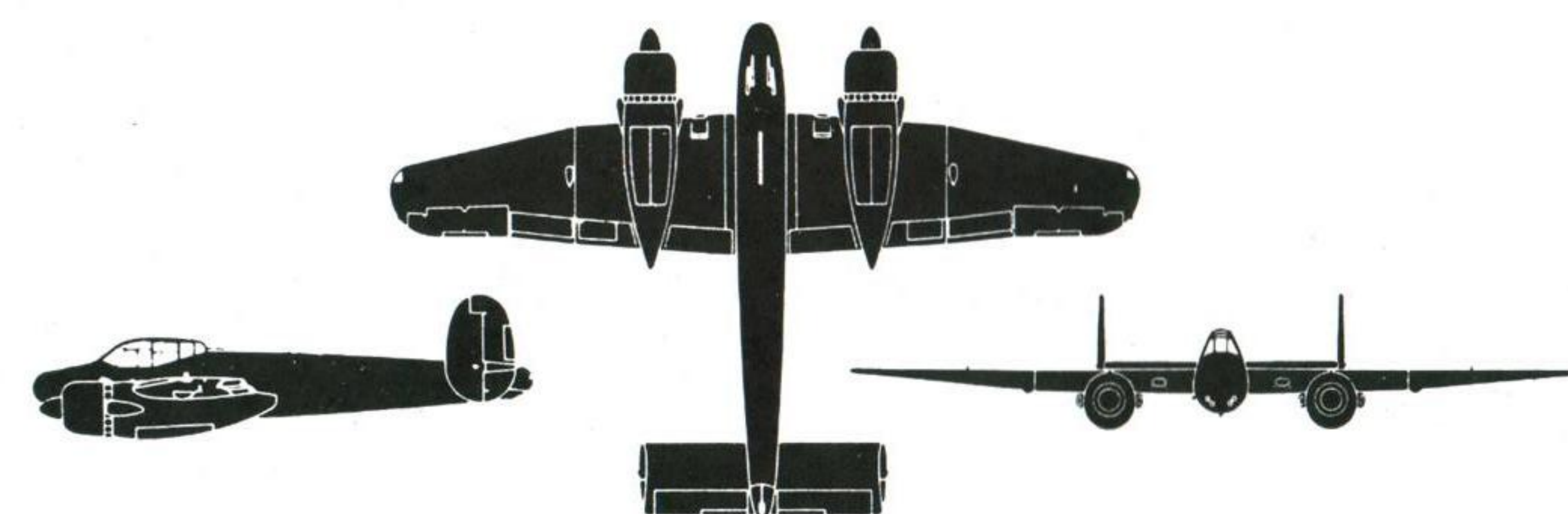
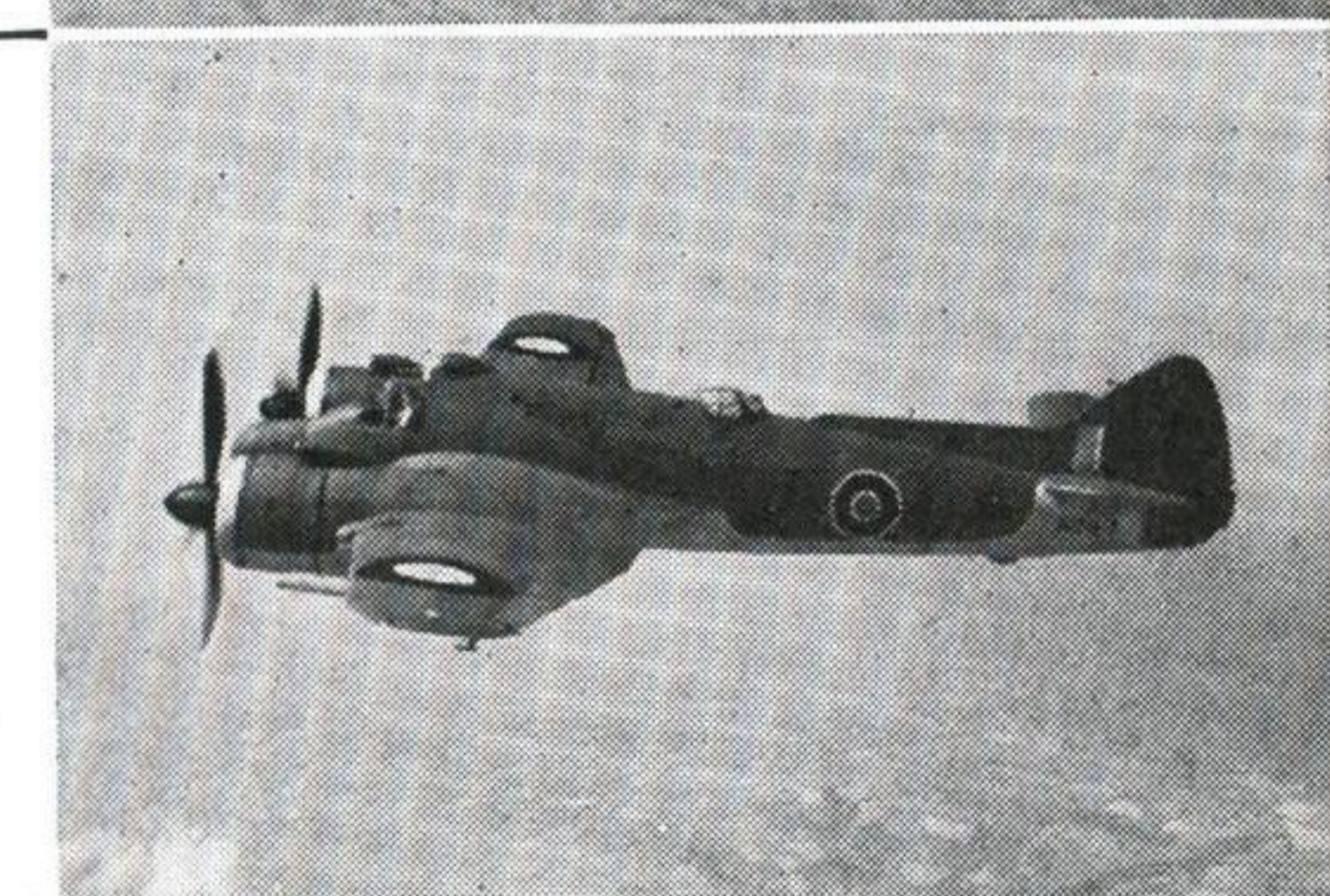


Bristol

BEAUFIGHTER TF Mk. 10

(Two Bristol Hercules 18 engines)

Span 57' 10" Length 41' 8"

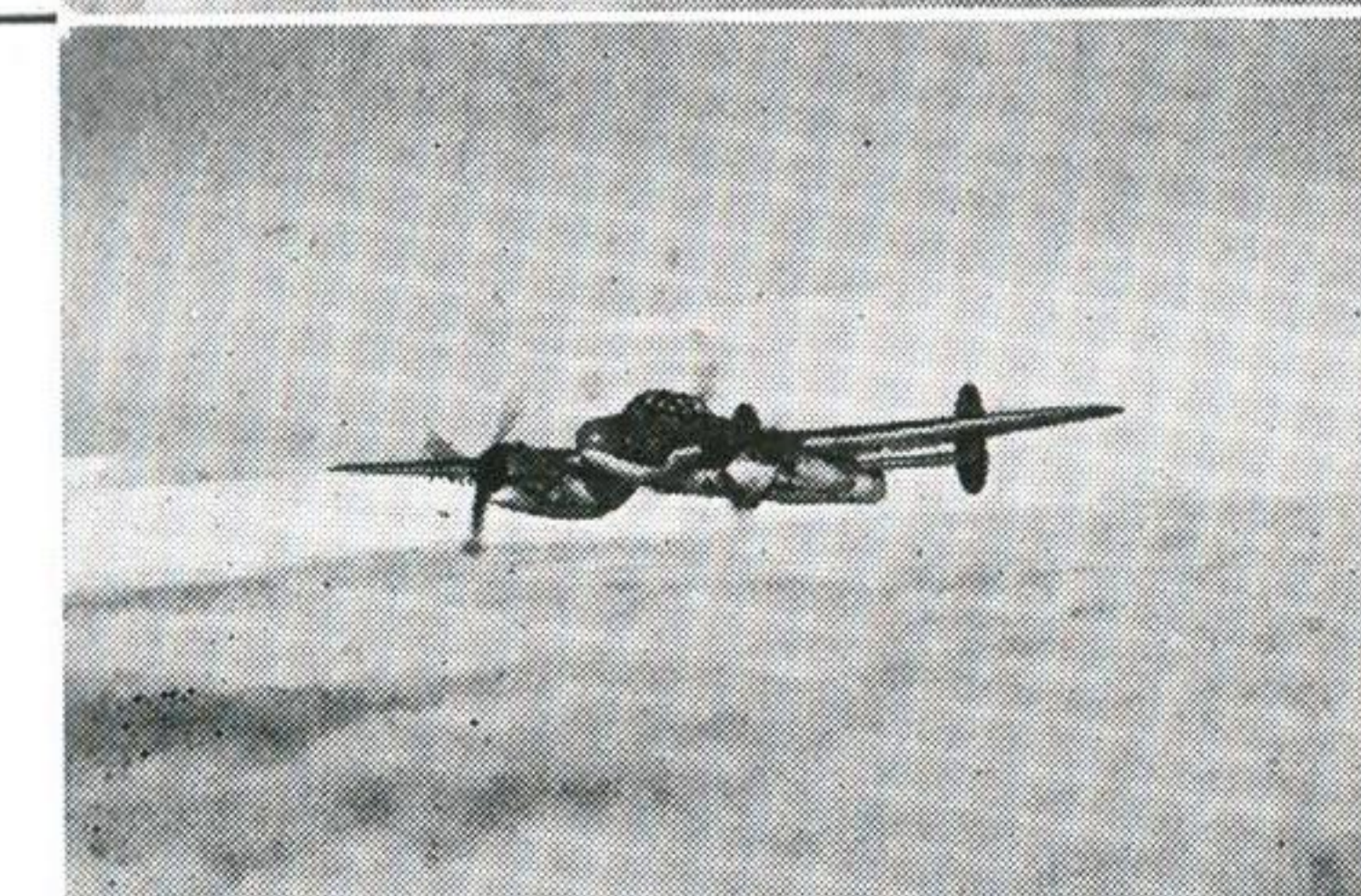


Bristol

BRIGAND B Mk. 1

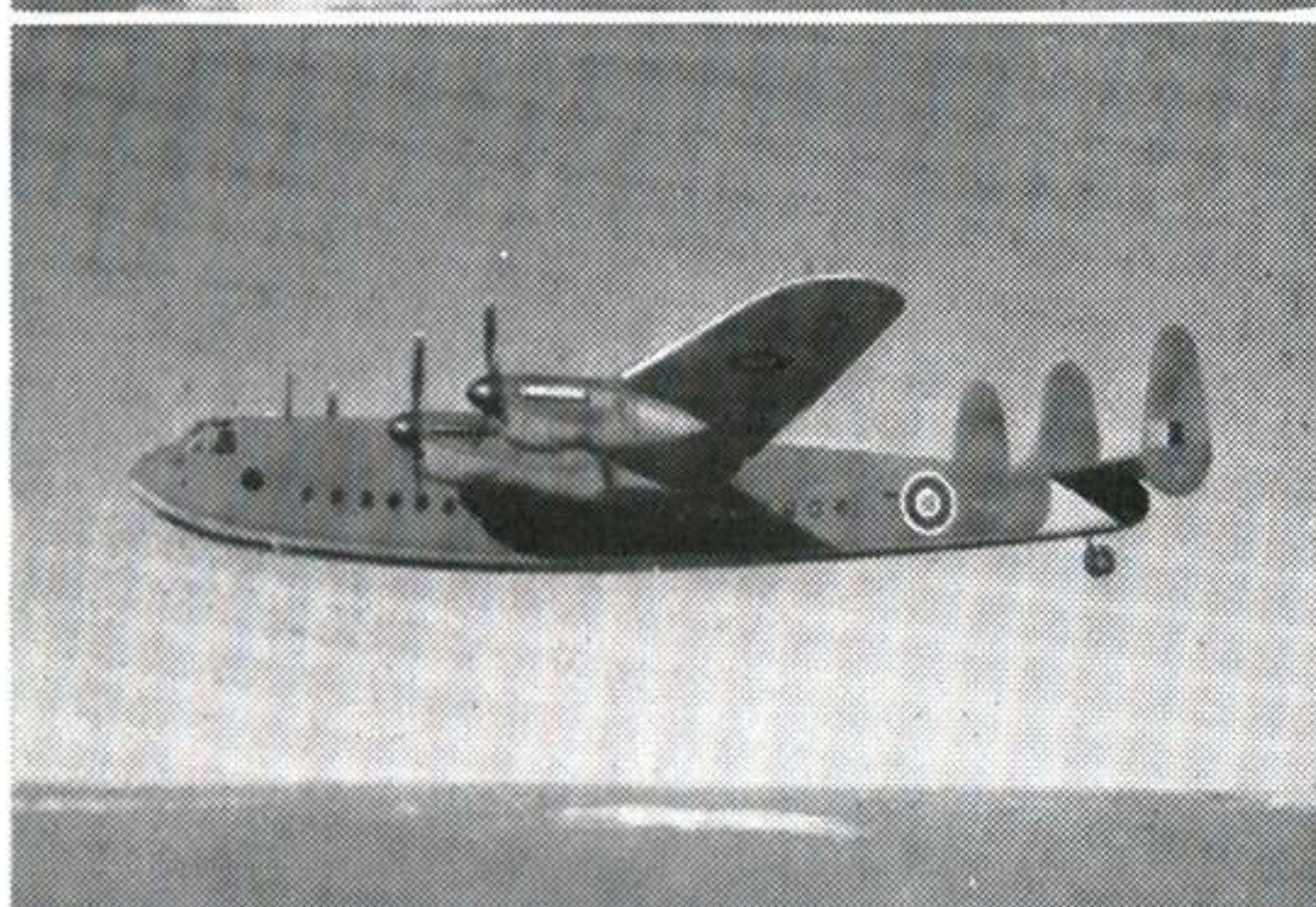
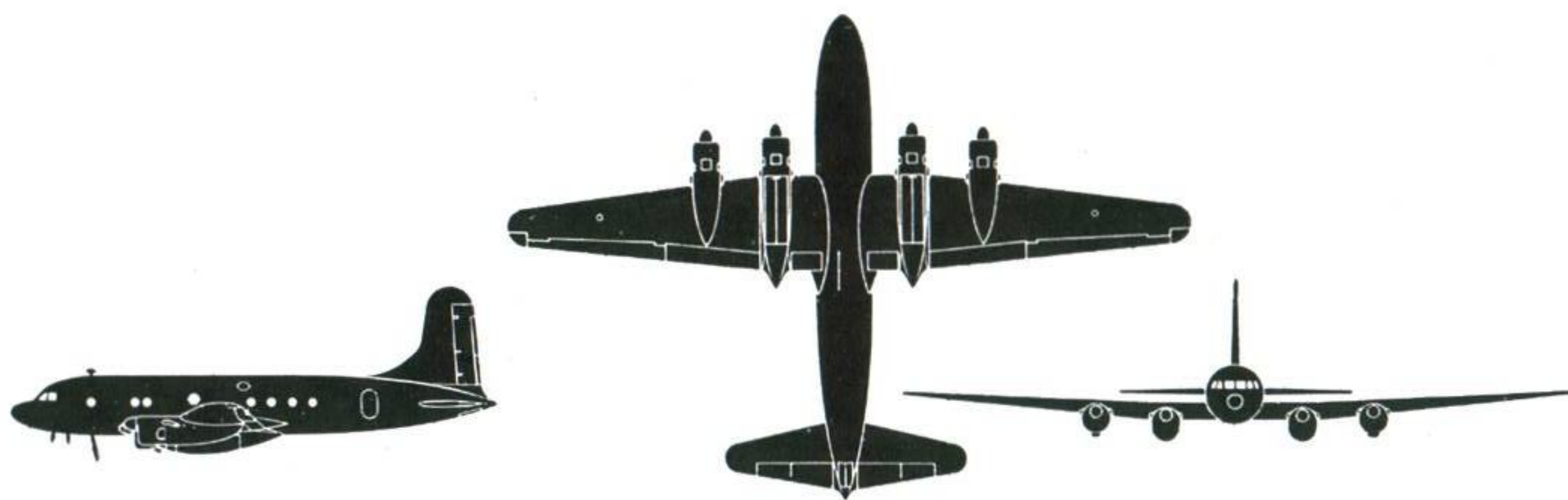
(Two Bristol Centaurus 57 engines)

Span 72' 4" Length 46' 5"





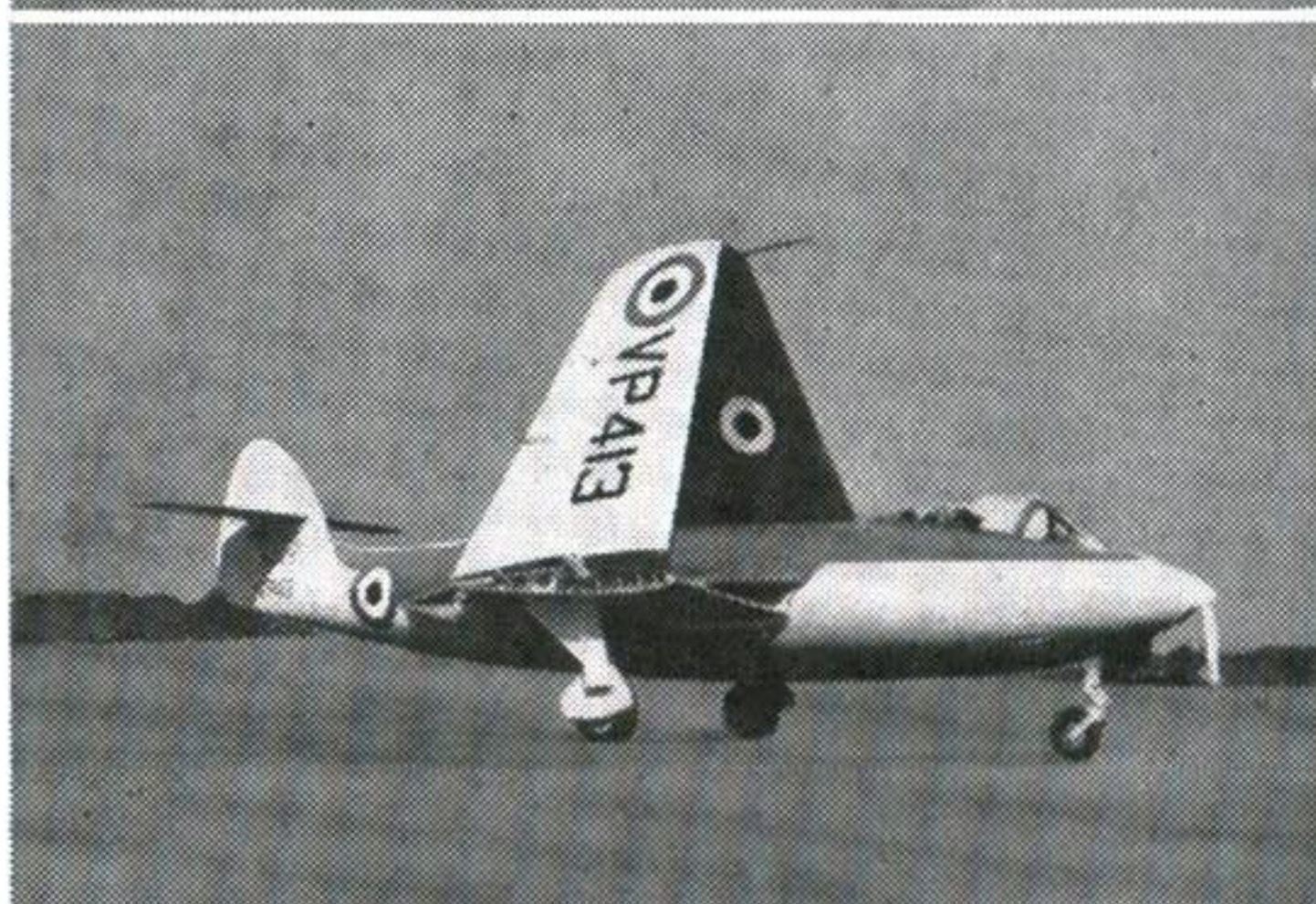
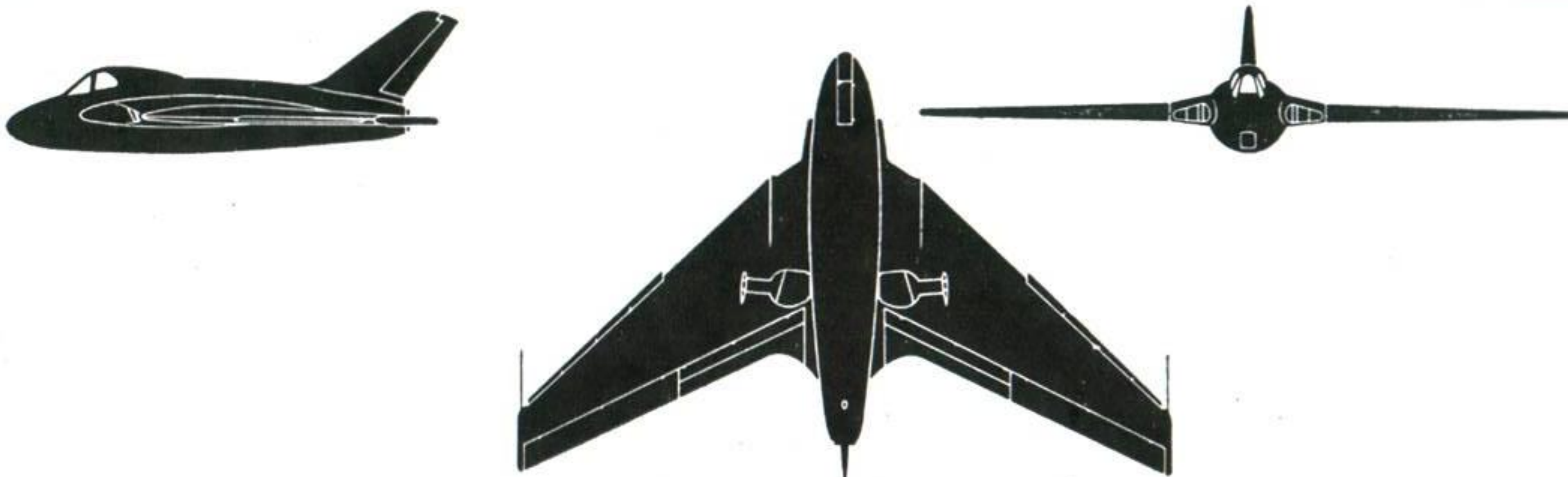
Avro
TUDOR Mk. 4
 (Four R-R. Merlin 621 engines)
 Span 120' 0" Length 85' 6"



Avro
YORK
 (Four R-R. Merlin 24 engines)
 Span 102' 0" Length 78' 0"



De Havilland
D.H. 108
 (One D.H. Goblin engine)
 Span 38' 0" Length 28' 0"



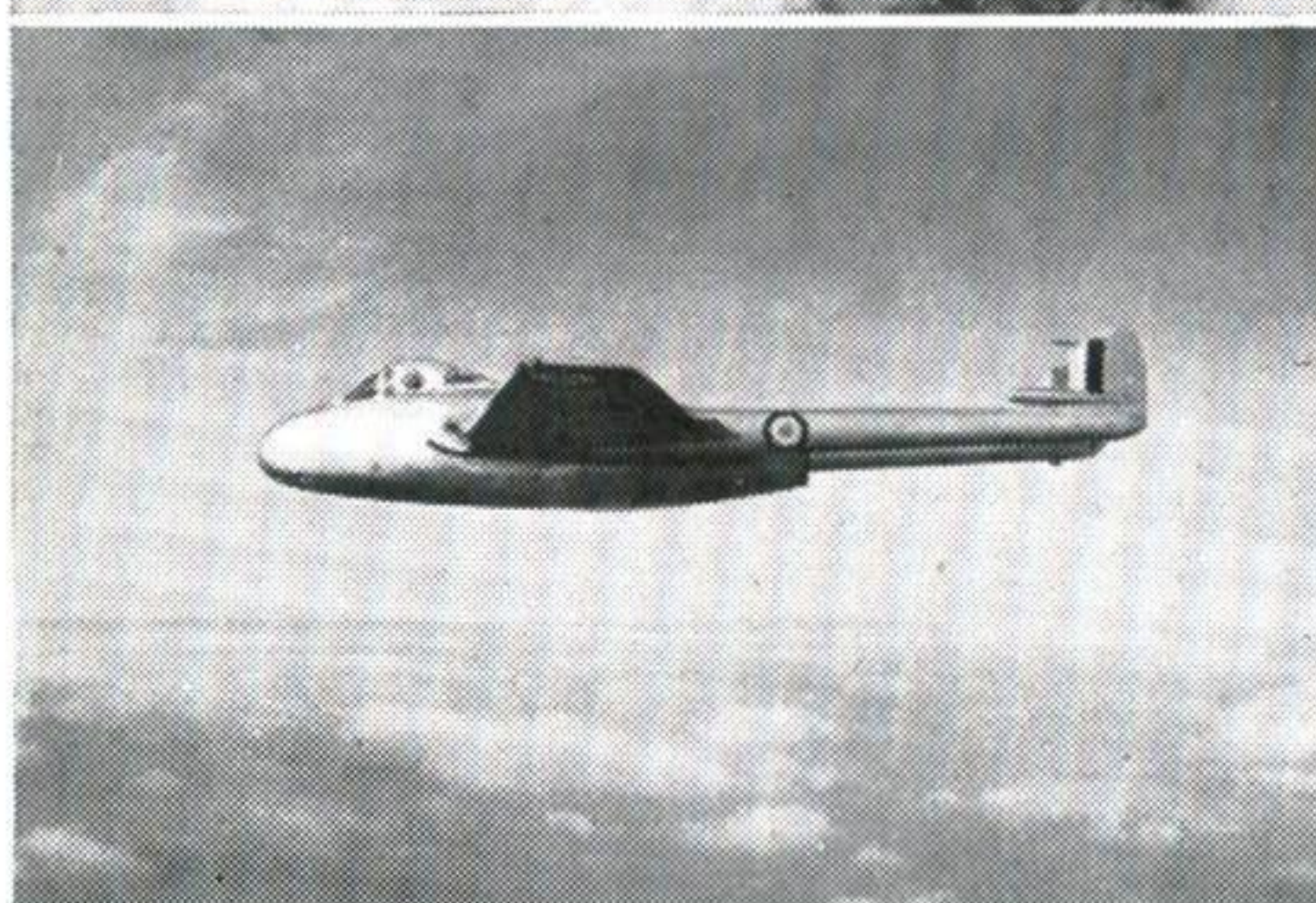
Hawker
P.1040
 (One R-R. Nene 2 engine)
 Span 36' 6" Length 38' 4"



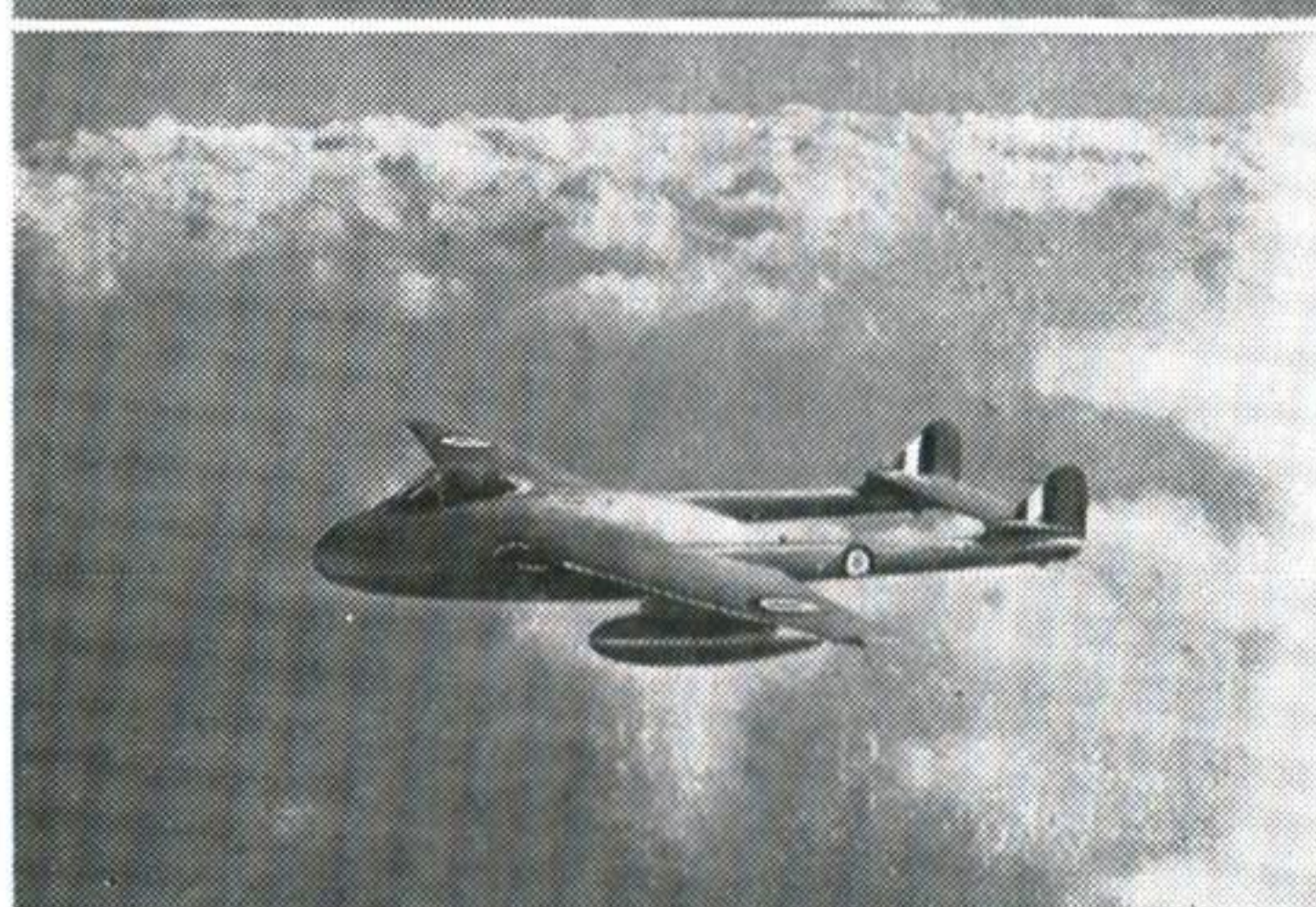
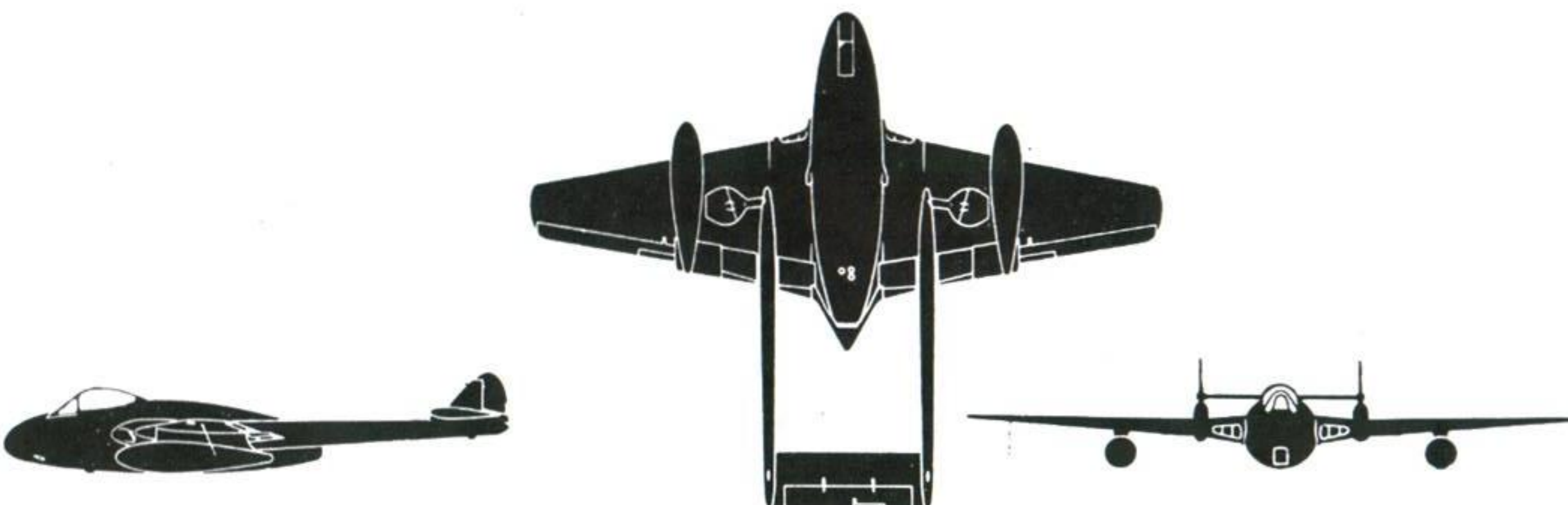
Saunders Roe
S.R./A.1
 (Two M.V. Beryl 1 or 2 (F.2/4) engines)
 Span 46' 0" Length 50' 0"



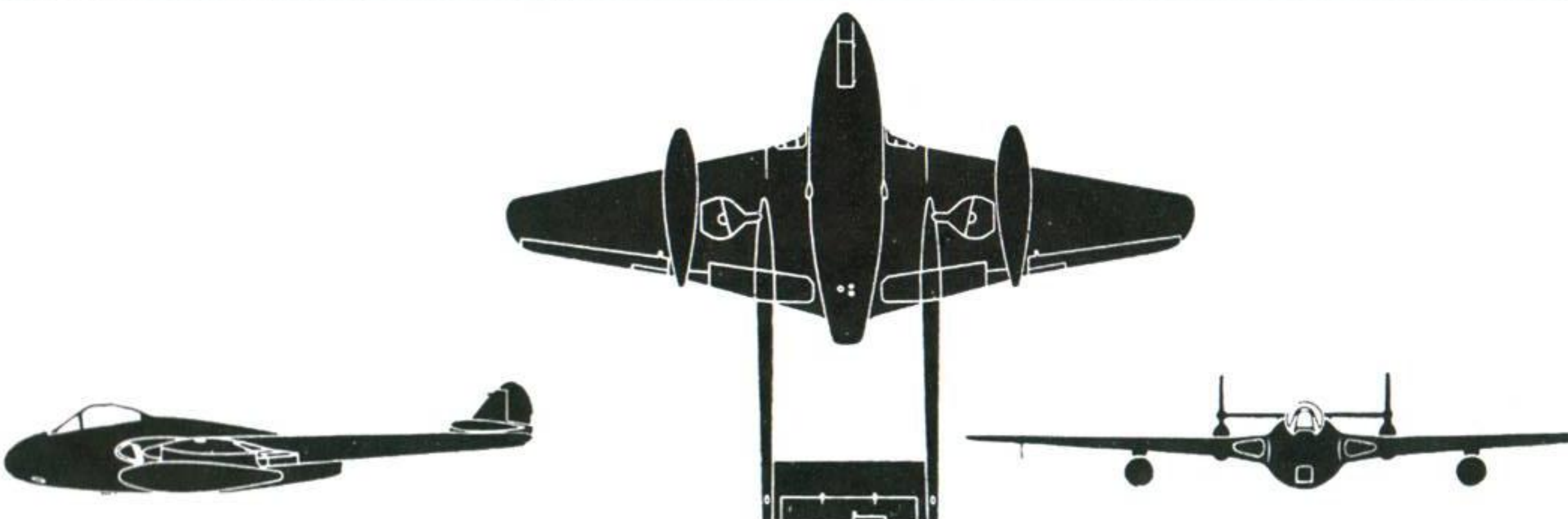
Supermarine
ATTACKER F Mk. 1
 (One R-R. Nene 1 engine)
 Span 36' 11" Length 37' 6"



De Havilland
SEA VAMPIRE F Mk. 20
 (One D.H. Goblin 2 engine)
 Span 38' 4" Length 30' 9"

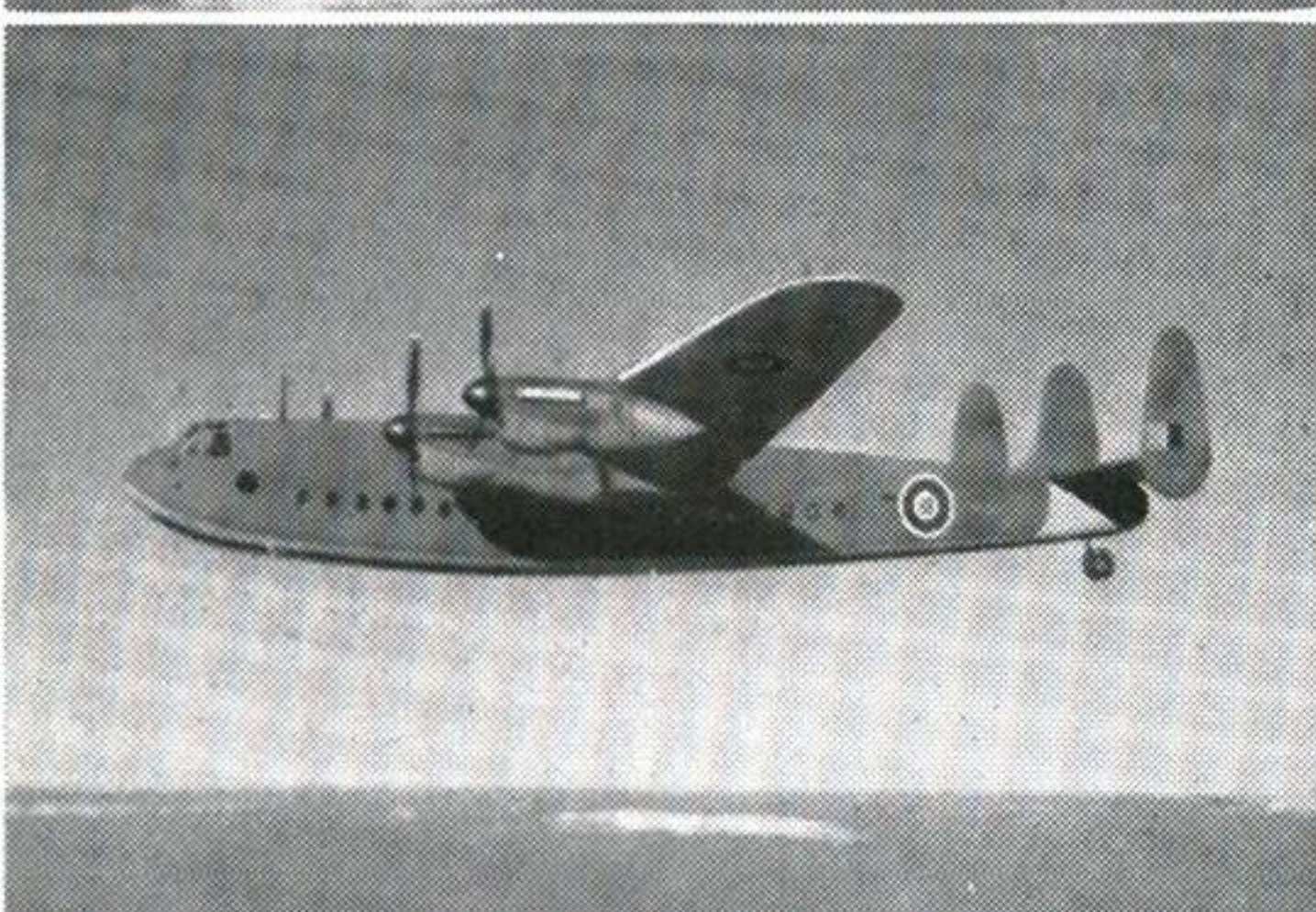
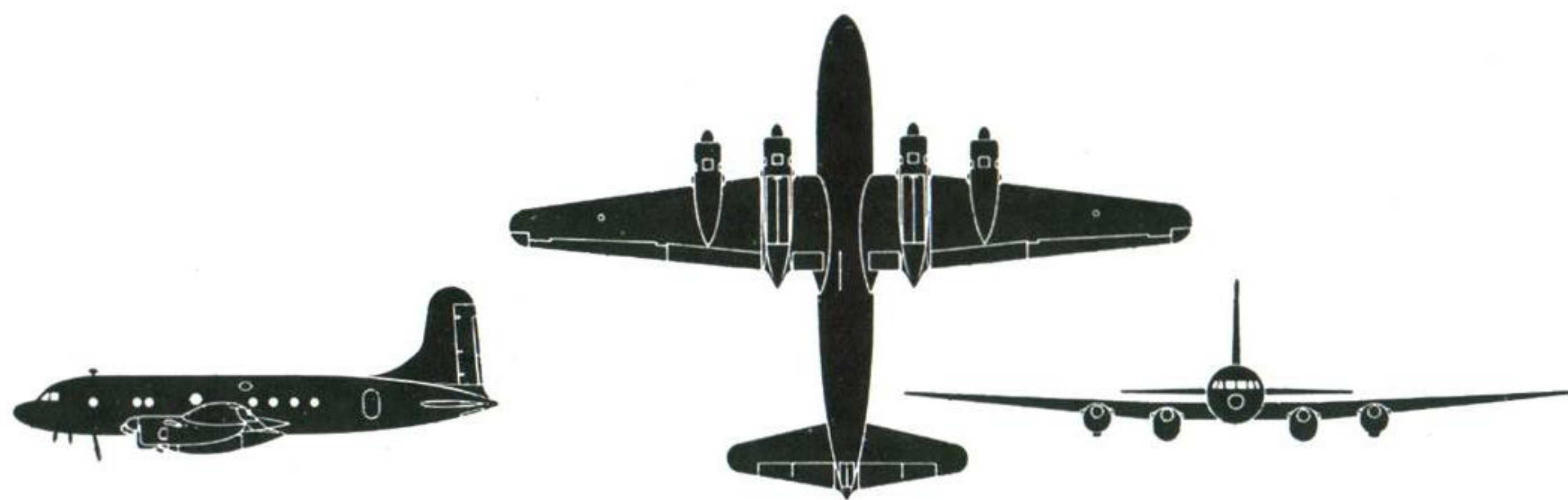


De Havilland
VAMPIRE F Mk. 3
 (One D.H. Goblin 2 engine)
 Span 40' 0" Length 30' 9"

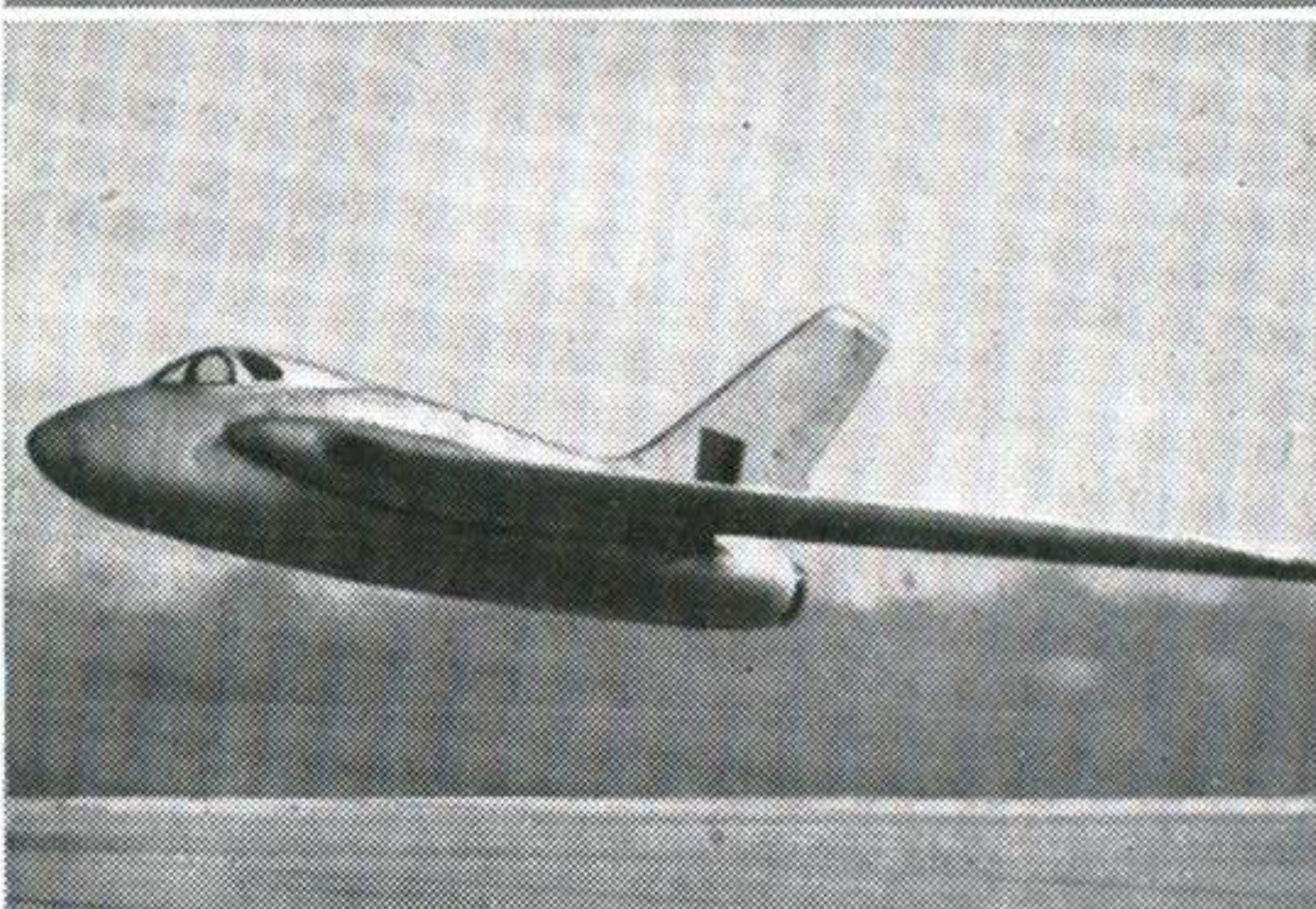
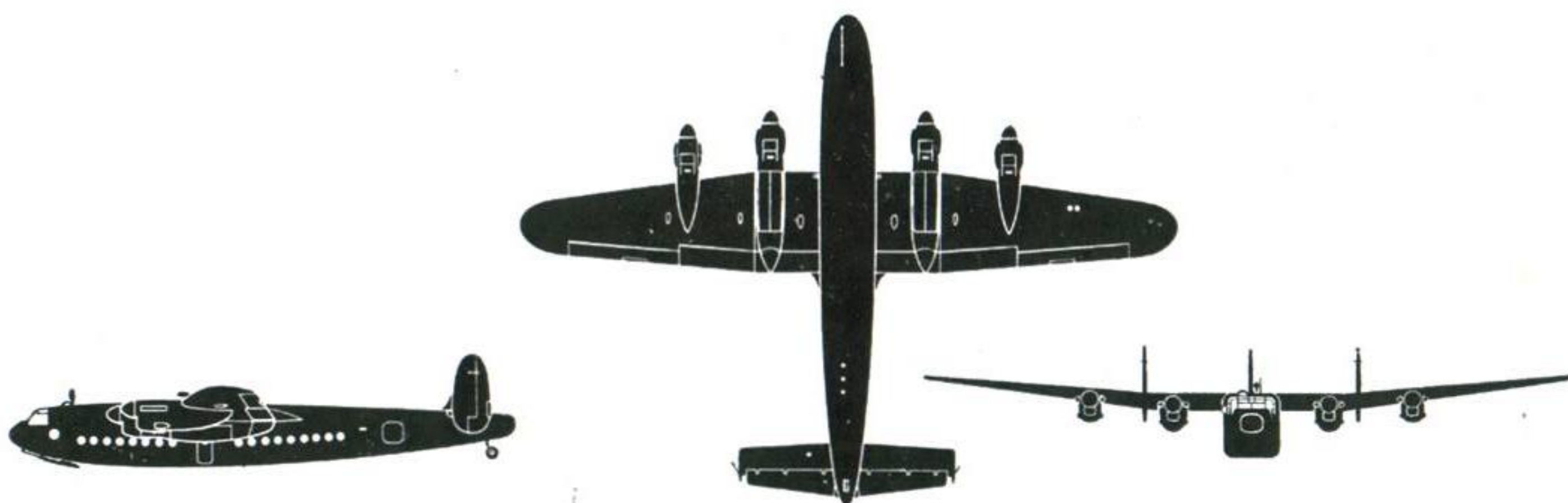




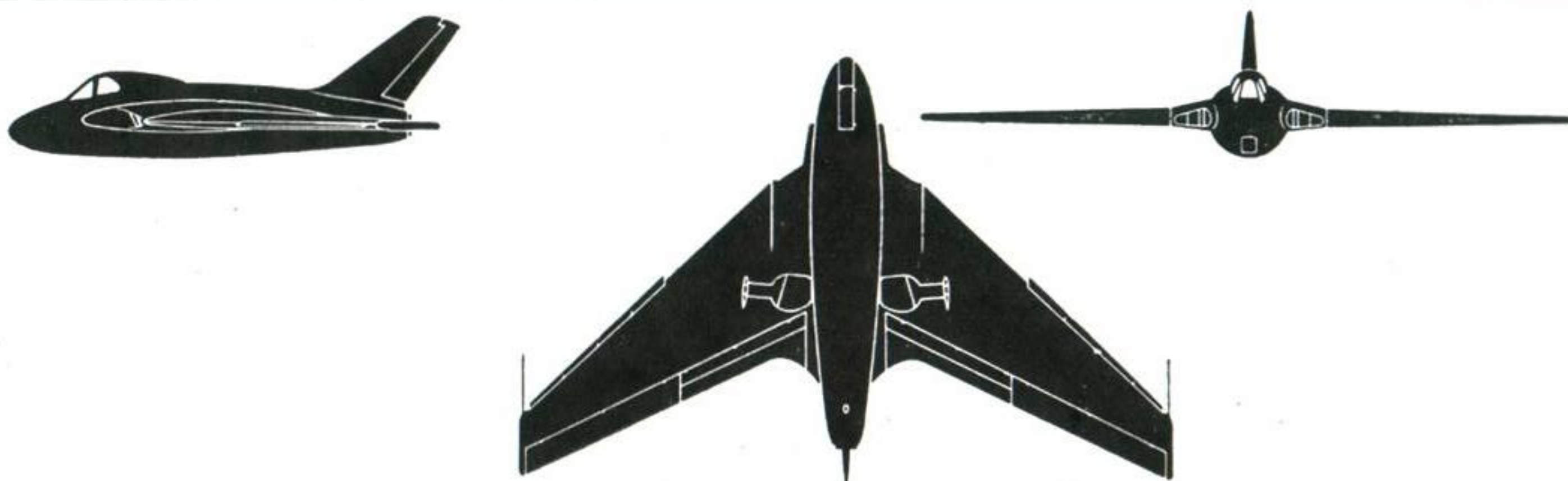
Avro
TUDOR Mk. 4
 (Four R-R. Merlin 621 engines)
 Span 120' 0" Length 85' 6"



Avro
YORK
 (Four R-R. Merlin 24 engines)
 Span 102' 0" Length 78' 0"



De Havilland
D.H. 108
 (One D.H. Goblin engine)
 Span 38' 0" Length 28' 0"



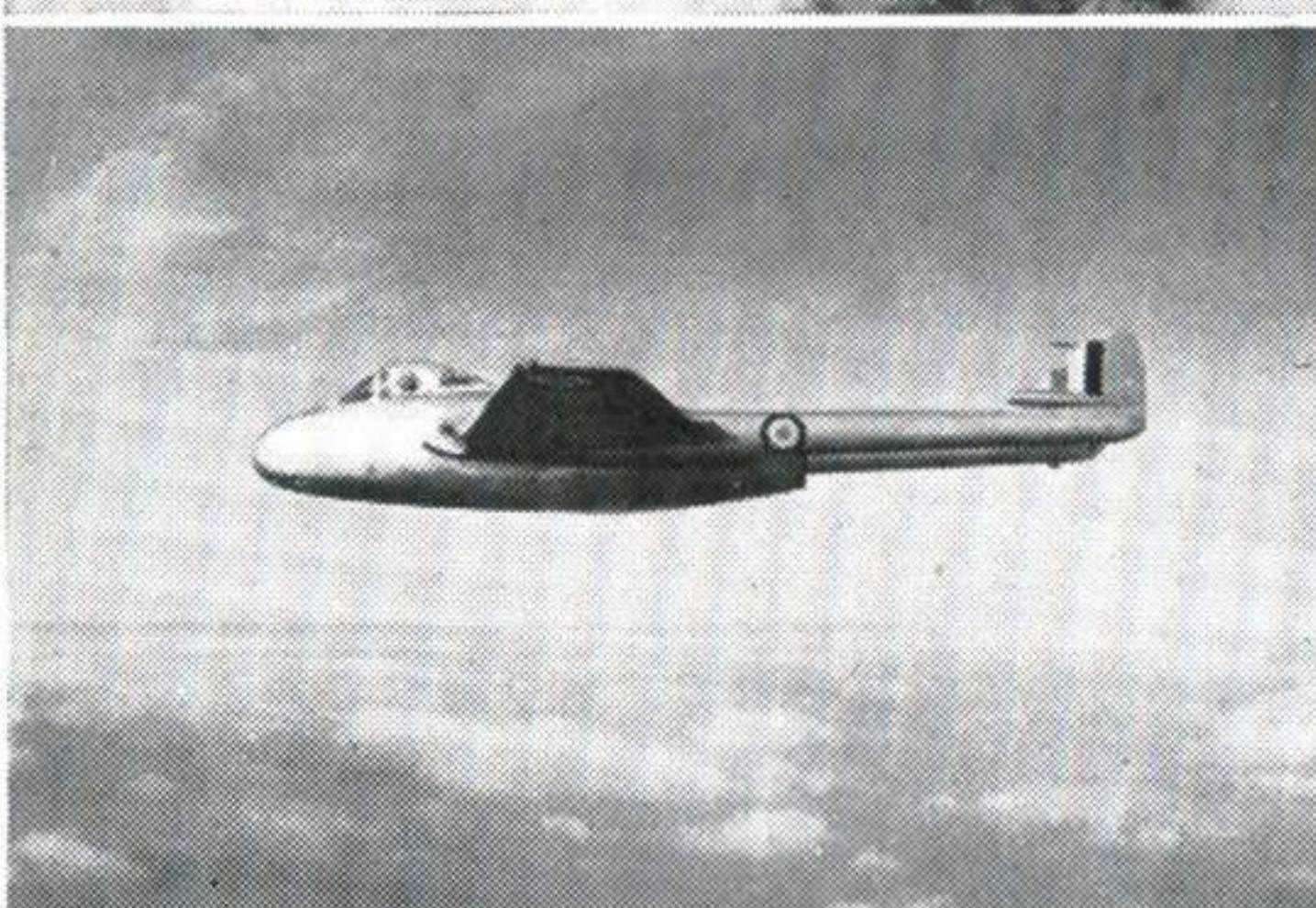
Hawker
P.1040
 (One R-R. Nene 2 engine)
 Span 36' 6" Length 38' 4"



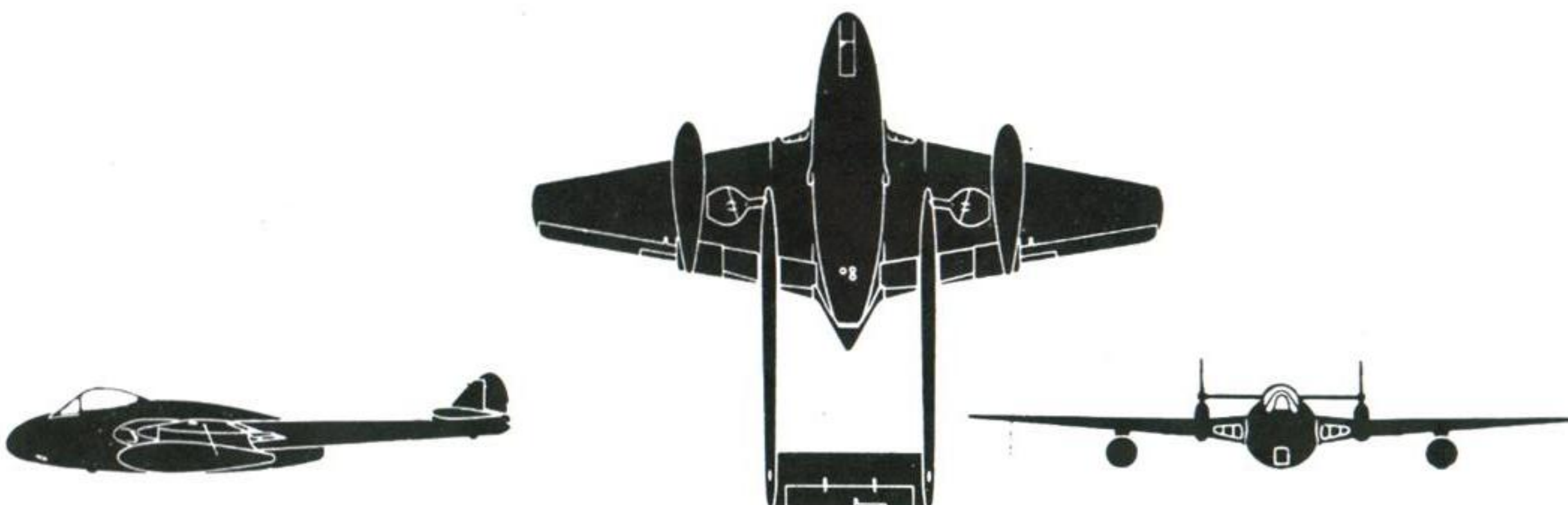
Saunders Roe
S.R./A.1
 (Two M.V. Beryl 1 or 2 (F.2/4) engines)
 Span 46' 0" Length 50' 0"



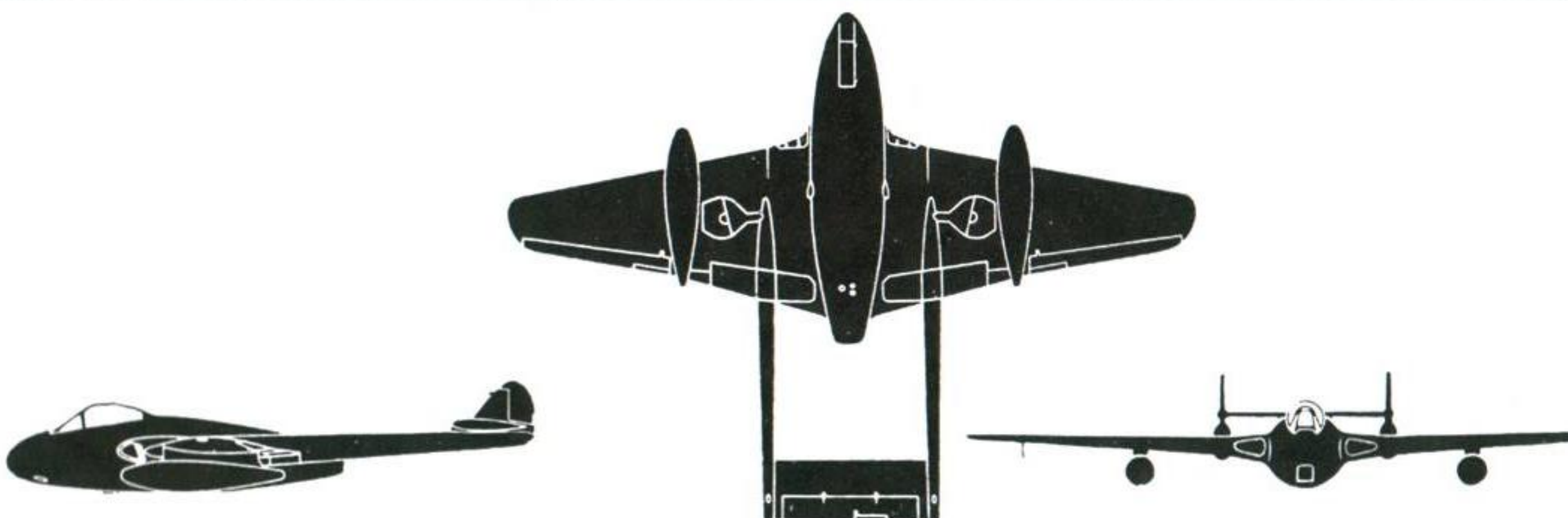
Supermarine
ATTACKER F Mk. 1
 (One R-R. Nene 1 engine)
 Span 36' 11" Length 37' 6"

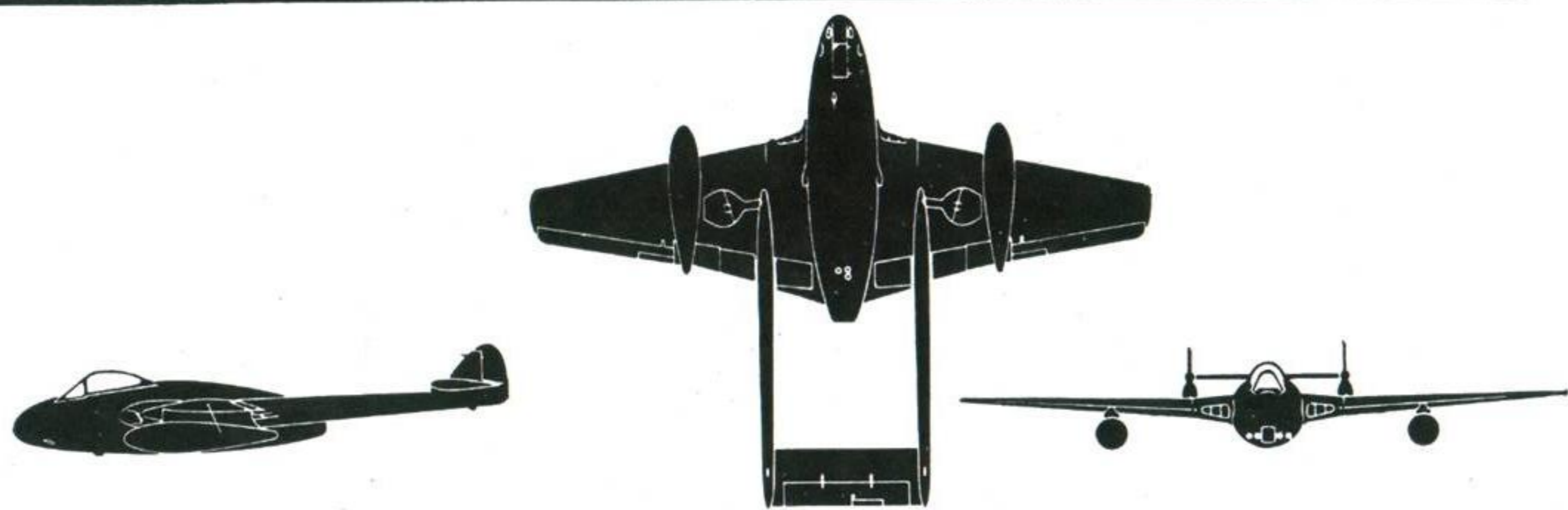


De Havilland
SEA VAMPIRE F Mk. 20
 (One D.H. Goblin 2 engine)
 Span 38' 4" Length 30' 9"



De Havilland
VAMPIRE F Mk. 3
 (One D.H. Goblin 2 engine)
 Span 40' 0" Length 30' 9"



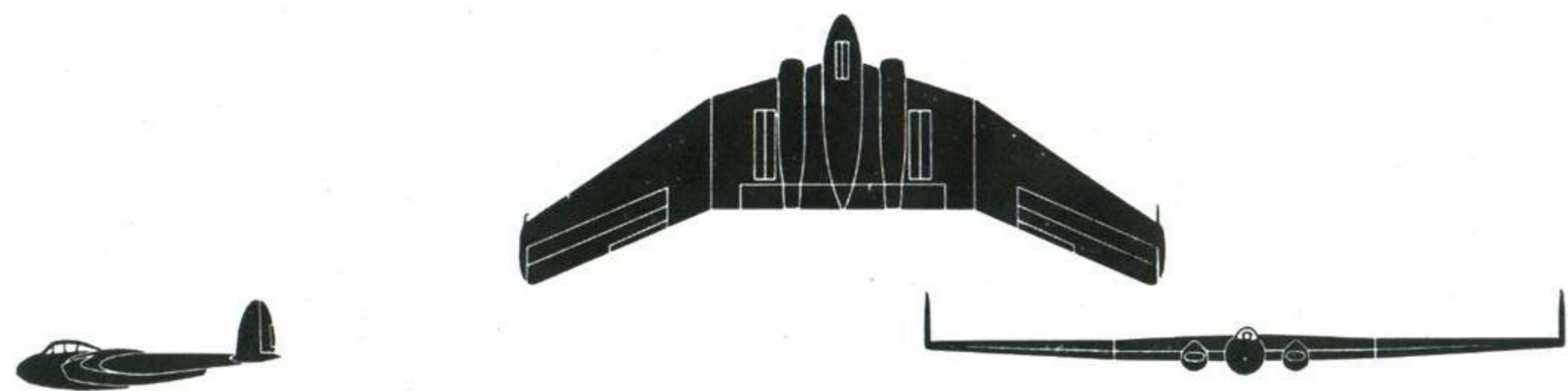
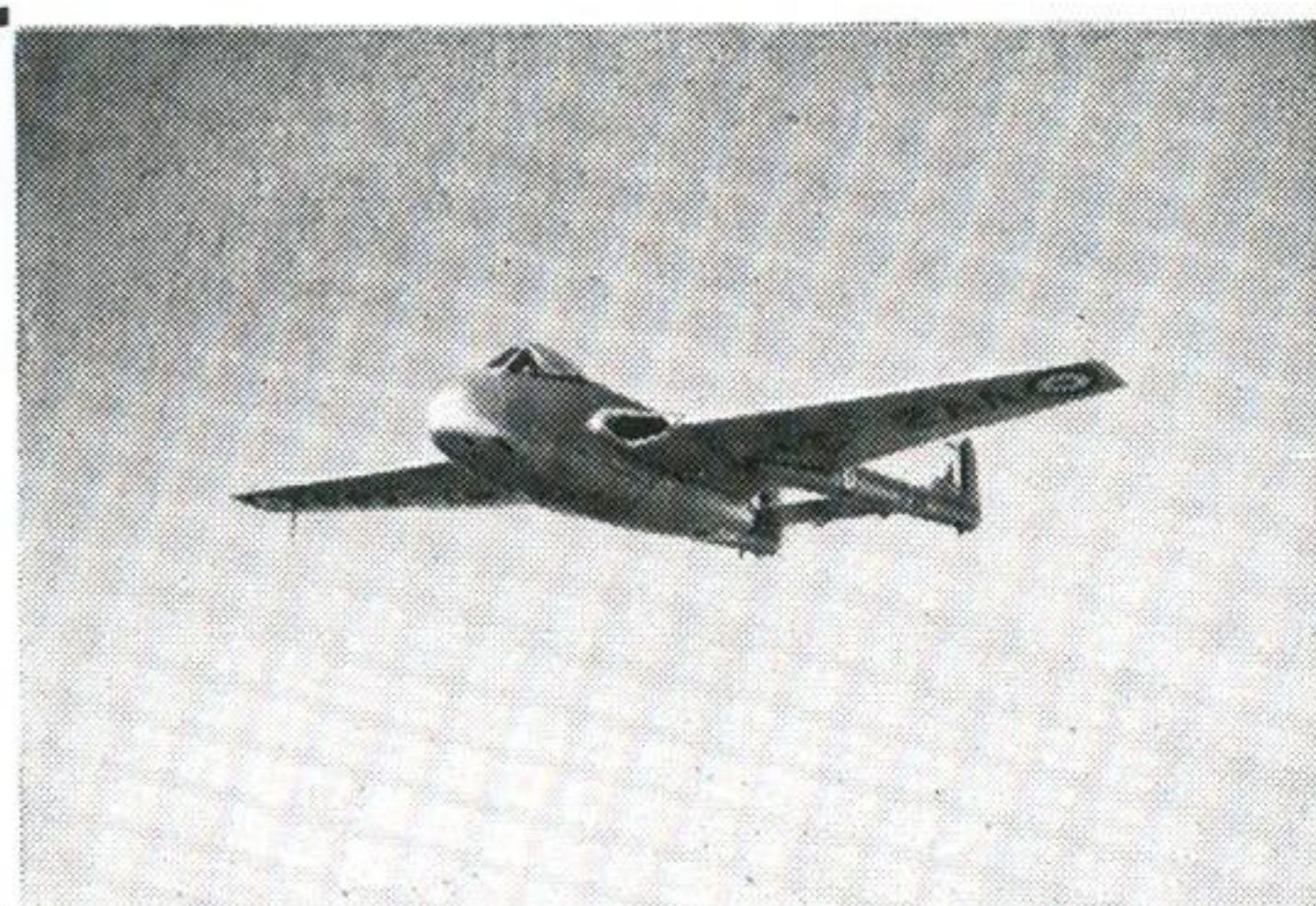


De Havilland

VAMPIRE FB Mk. 5

(One D.H. Goblin 2 engine)

Span 38' 4" Length 30' 9"

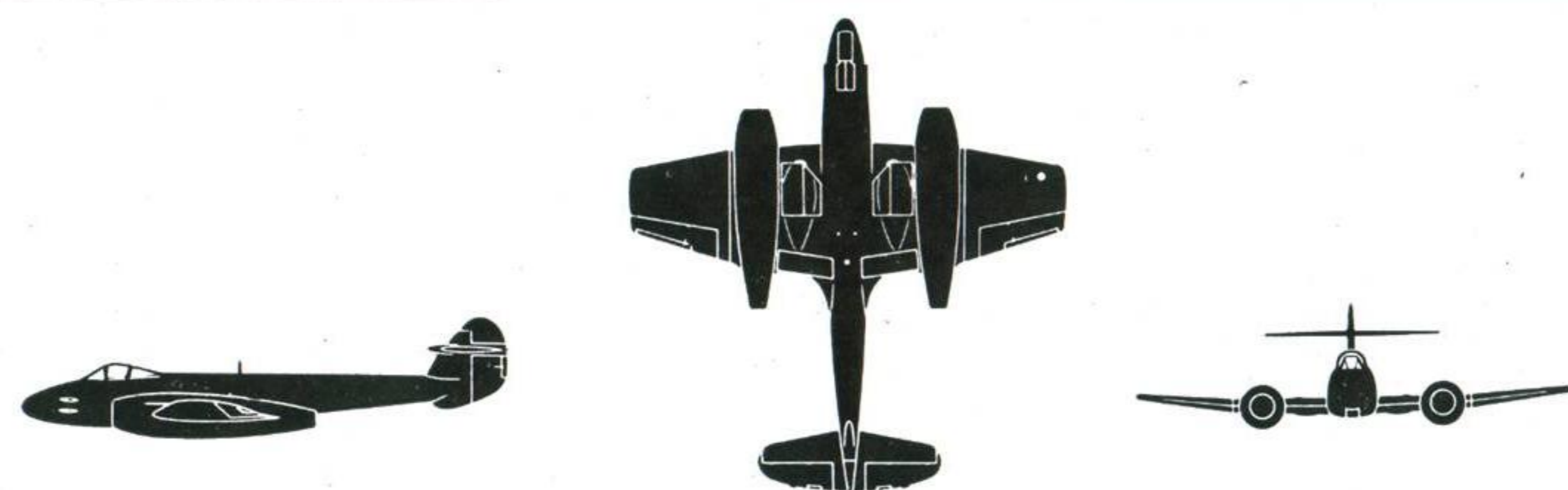
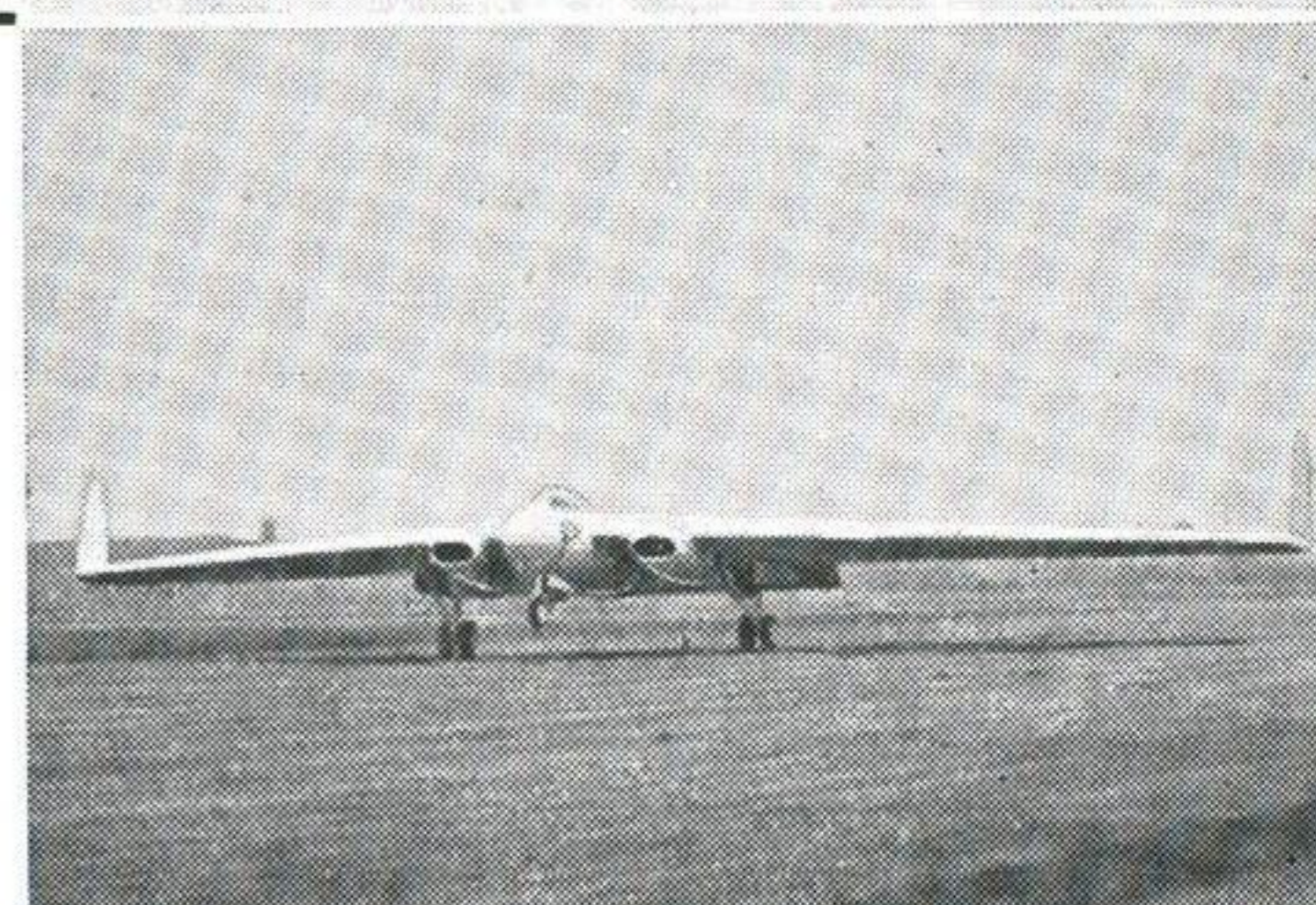


Armstrong Whitworth

A.W.52

(Two R-R. Nene 1 or Derwent 5 engines)

Span 90' 0" Length 37' 4"



Gloster

METEOR F Mk. 4

(Two R-R. Derwent 5 engines)

Span 37' 2" Length 41' 4"



Gloster

METEOR T Mk. 7

(Two R-R. Derwent 5 engines)

Span 37' 2" Length 43' 6"

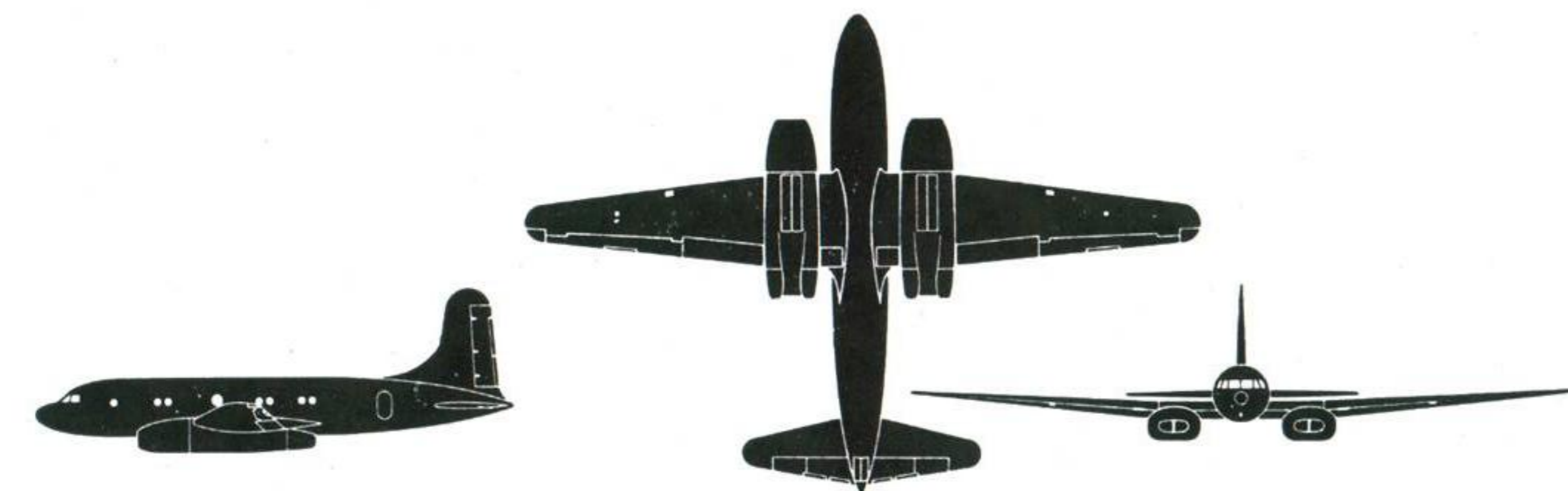
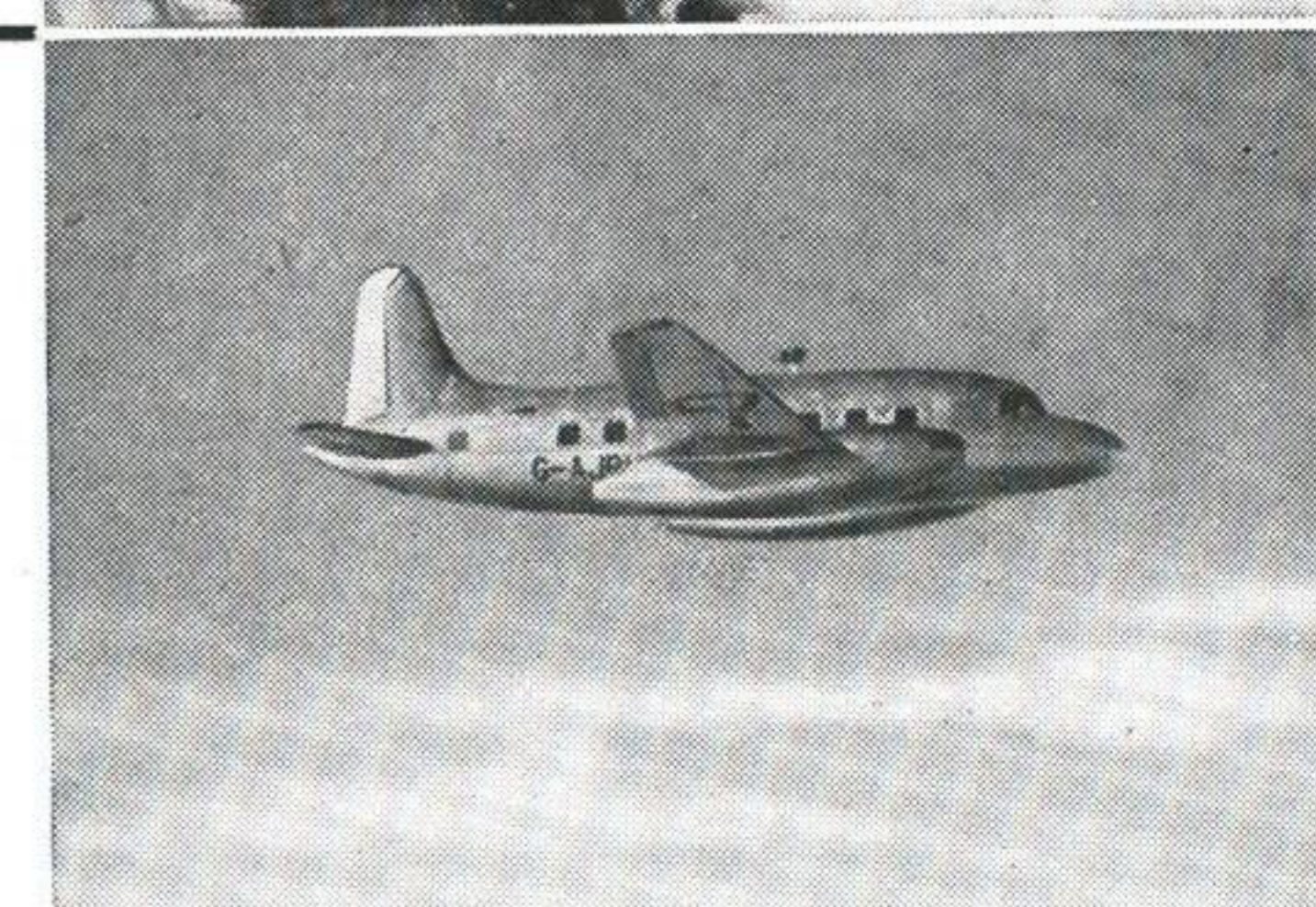


Vickers

NENE VIKING

(Two R-R. Nene engines)

Span 89' 2" Length 65' 2"

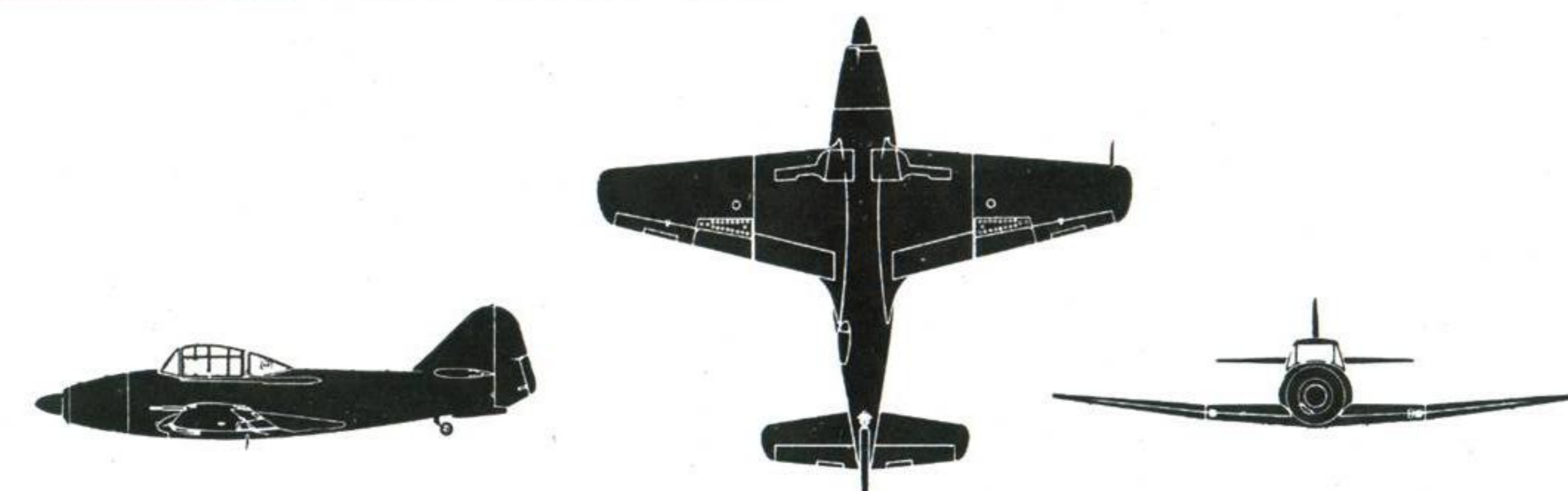


Avro

TUDOR Mk. 8

(Four R-R. Nene 5 engines)

Span 120' 0" Length 85' 6"

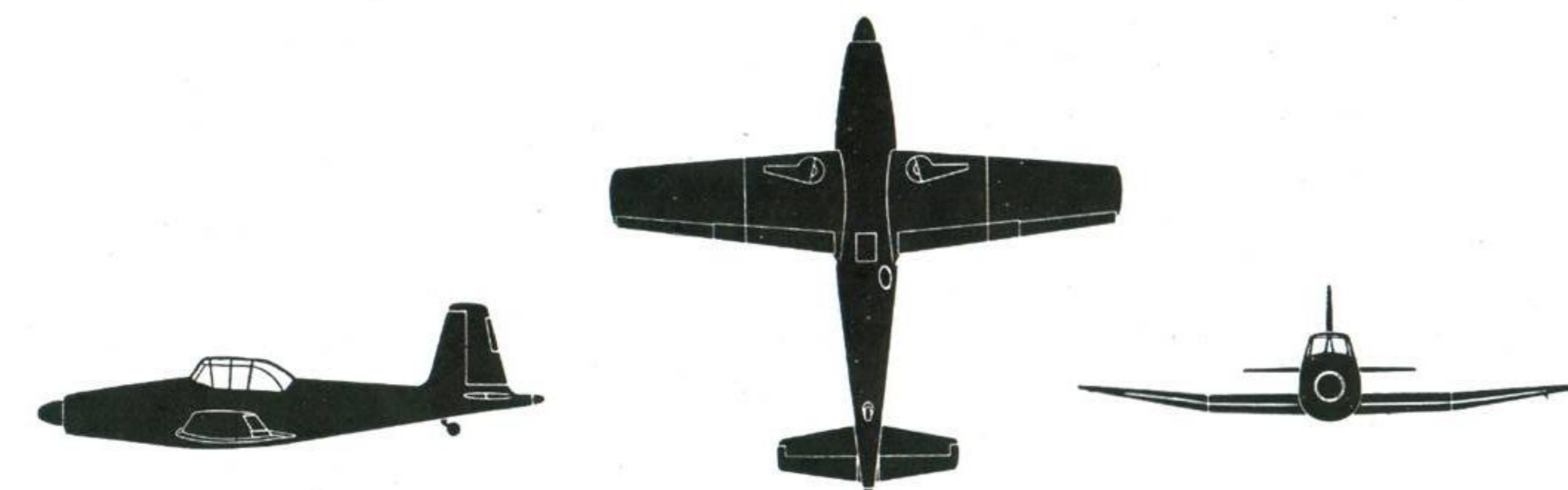
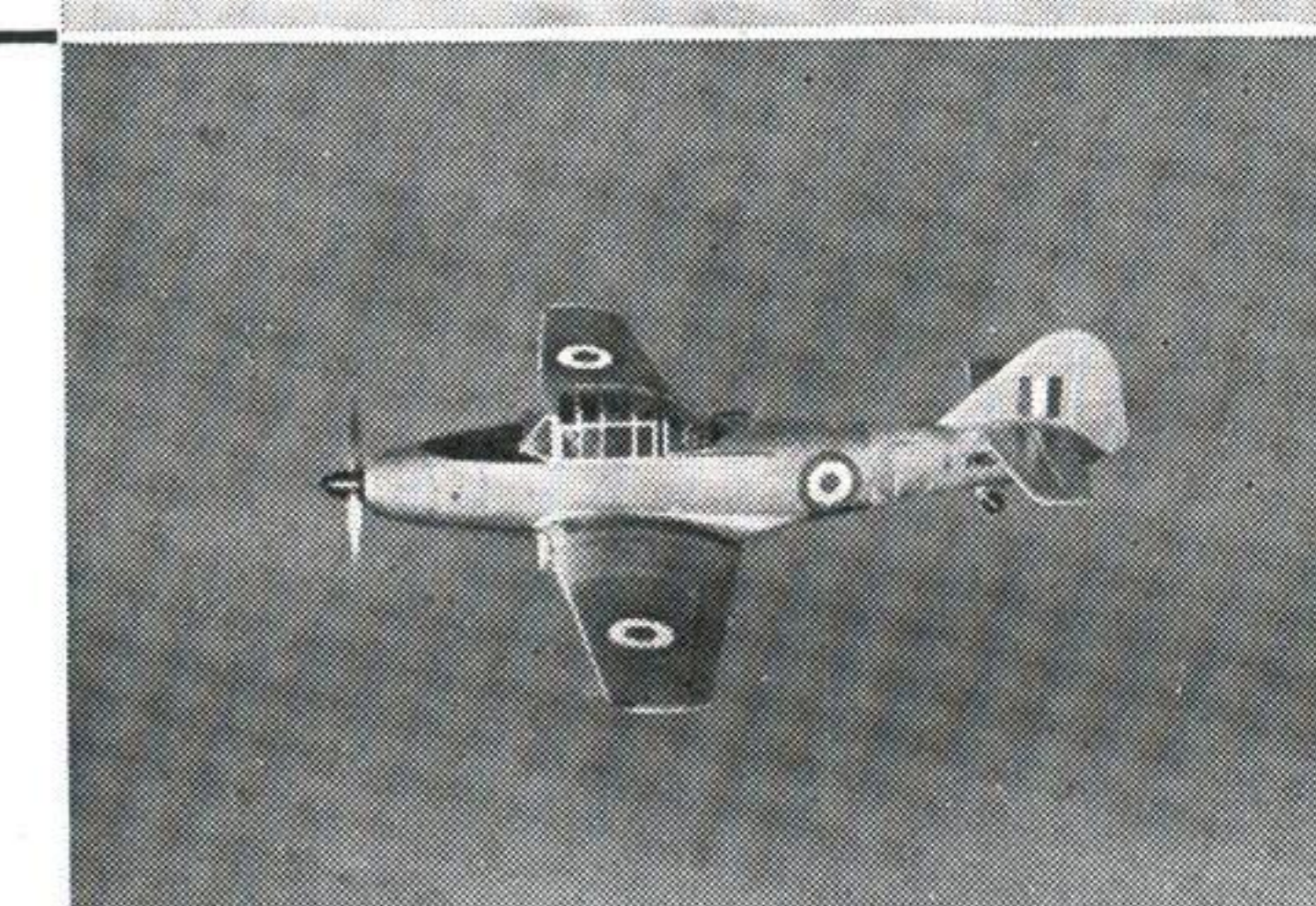


Avro

ATHENA T Mk. 1

(One A.S. Mamba 1 engine)

Span 40' 0" Length 36' 6"



Boulton Paul

BALLIOL T Mk. 1

(One A.S. Mamba 1 engine)

Span 39' 4" Length 36' 6"





Vickers

VISCOUNT

(Four R-R. Dart engines)

Span 89' 0" Length 74' 6"



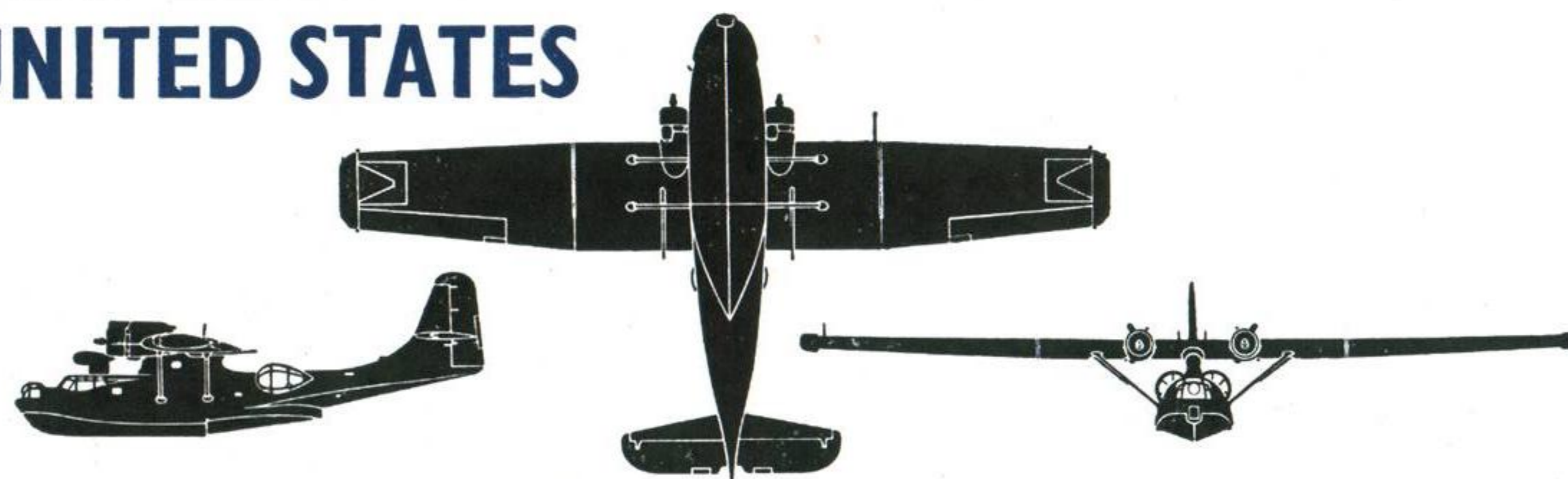
Consolidated

PBX-6A CATALINA

(Two Twin Wasp engines)

Span 104' 0" Length 63' 0"

UNITED STATES

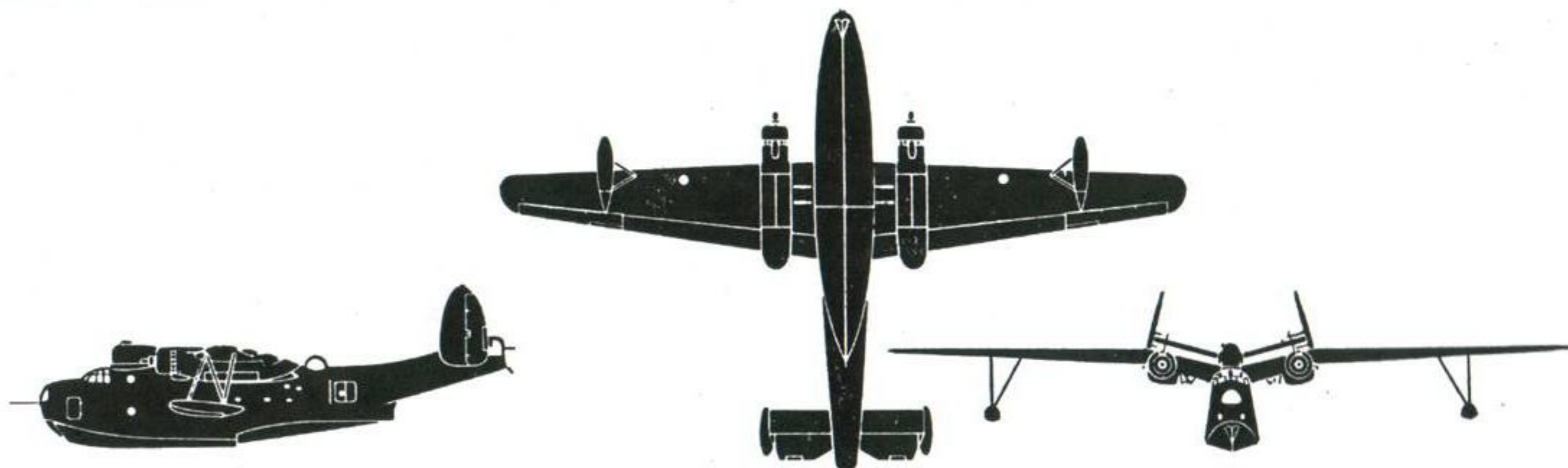


Martin

PBM-5 MARINER

(Two Double Wasp engines)

Span 118' 0" Length 78' 9"

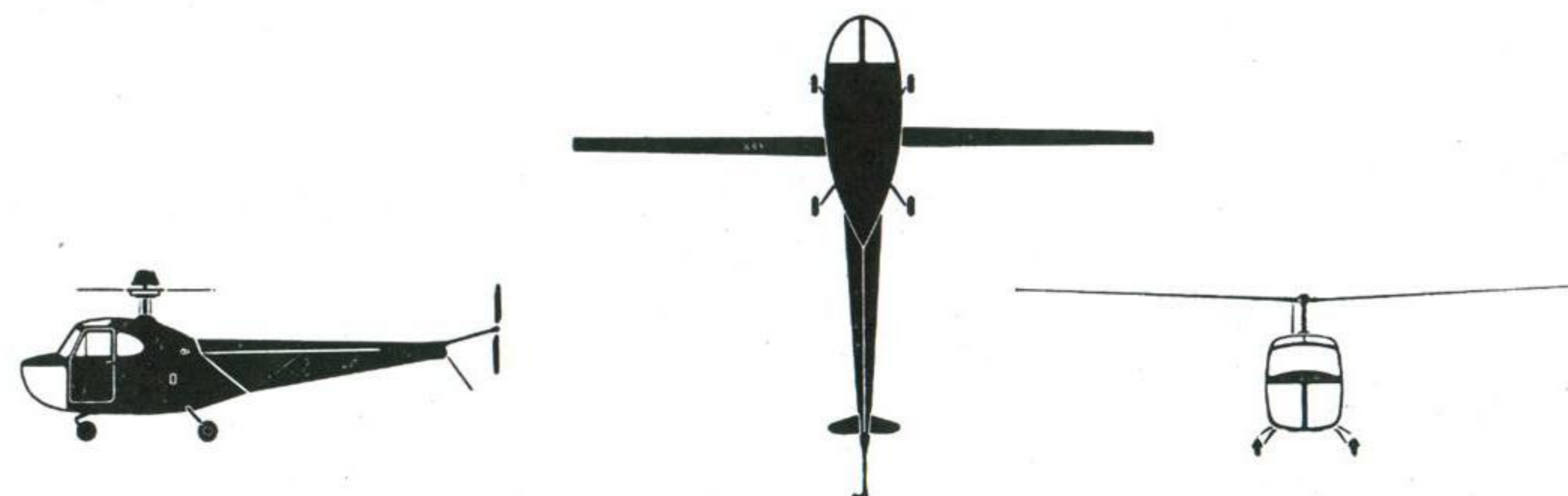


Bell

47B

(One Franklin engine)

Span (rotor diameter) 35' 1"
Length 39' 8"



Sikorsky

S.51

(One Wasp engine)

Span (rotor diameter) 48' 0"
Length 41' 2"

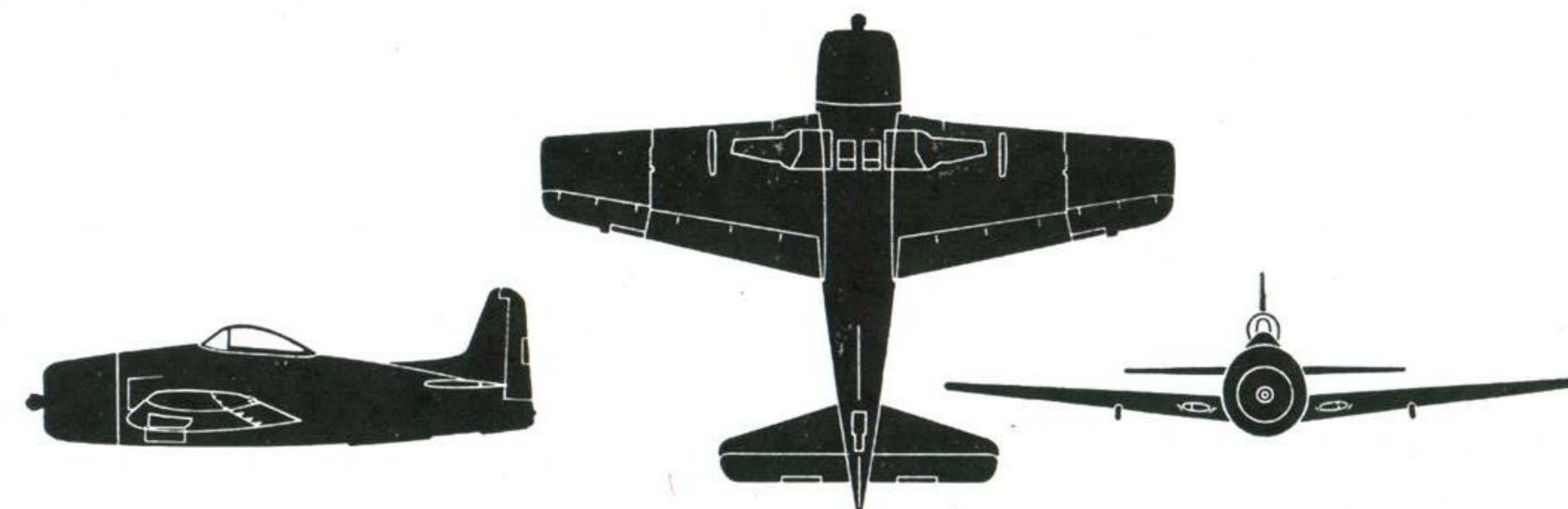


Grumman

F8F-2 BEARCAT

(One Double Wasp engine)

Span 35' 6" Length 28' 8"

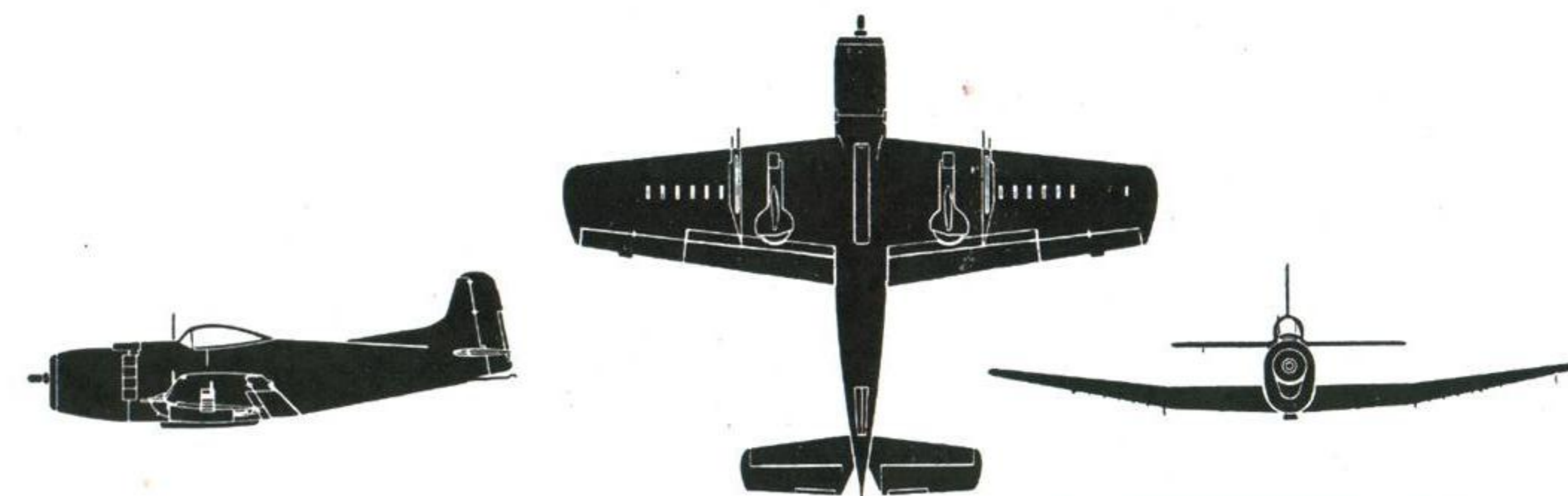


Martin

AM-1 MAULER

(One Wasp Major engine)

Span 50' 0" Length 41' 8"

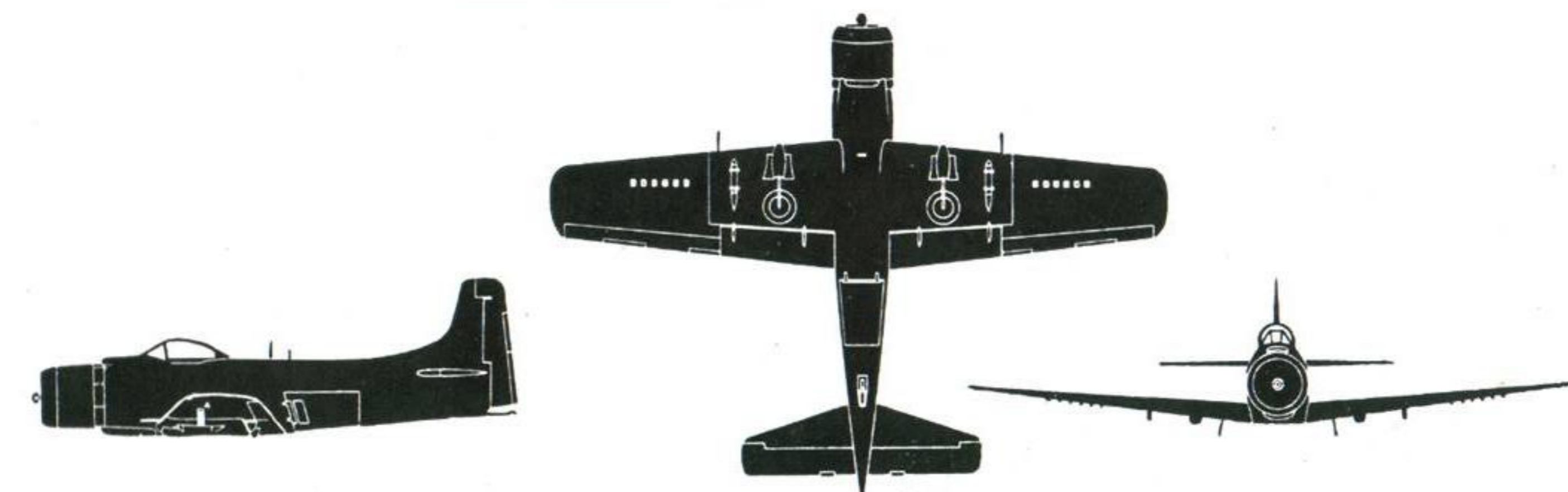


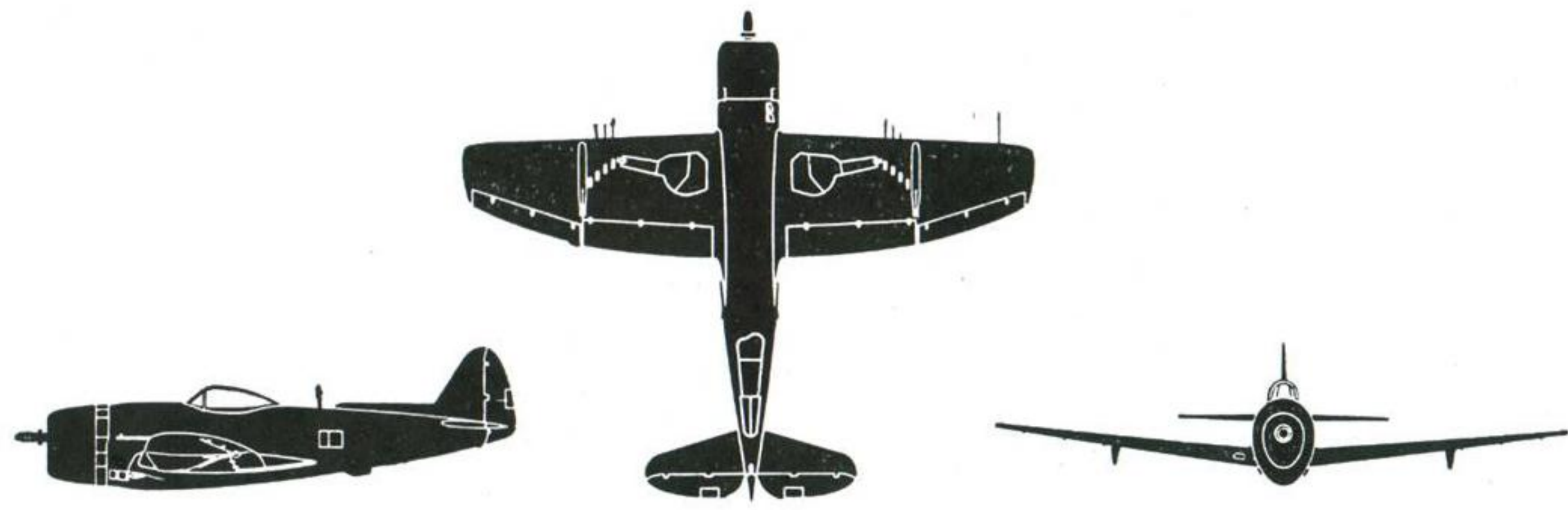
Douglas

AD-1 SKYRAIDER

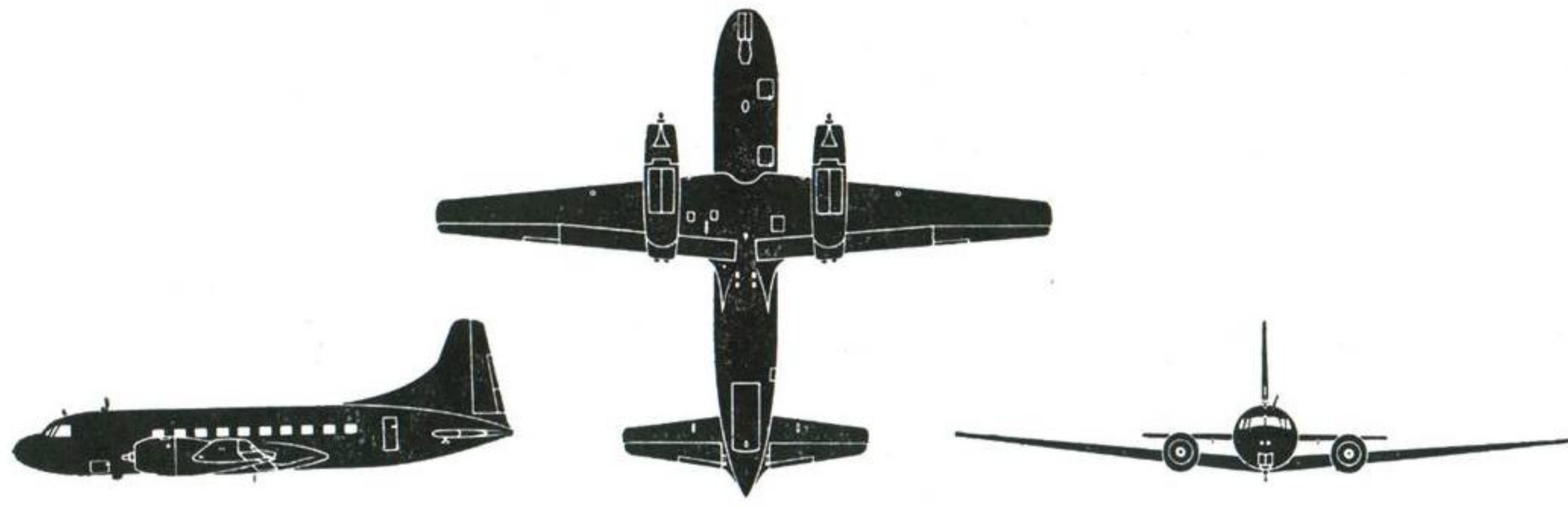
(One Cyclone engine)

Span 50' 0" Length 39' 3"

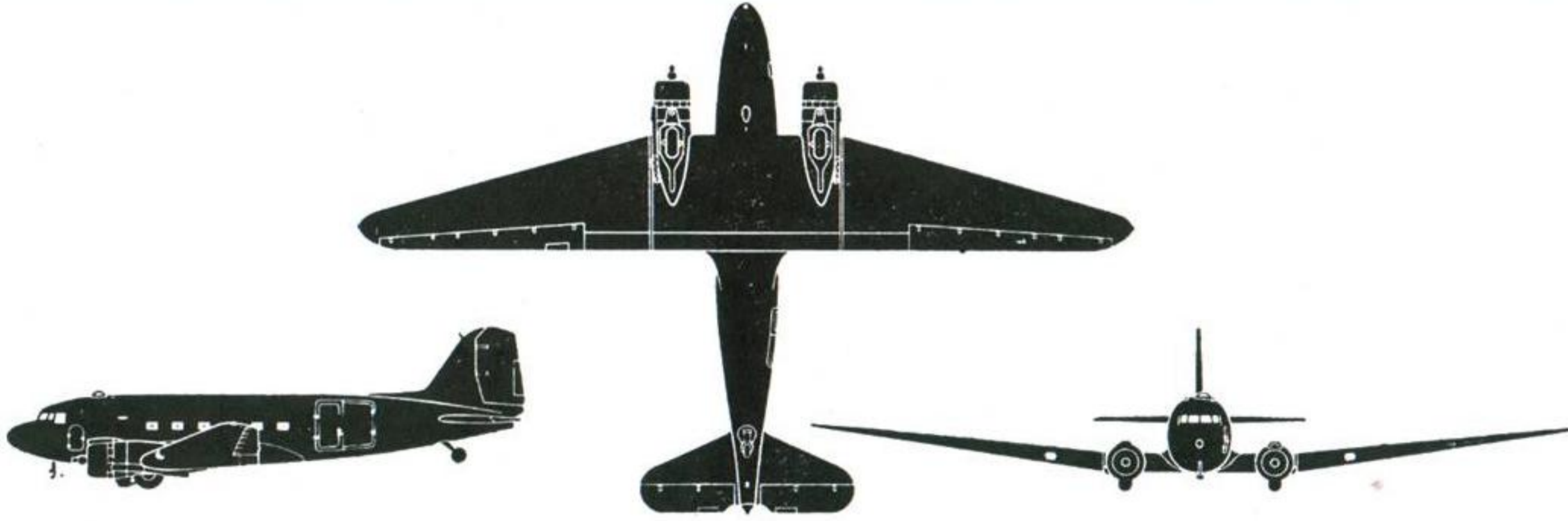




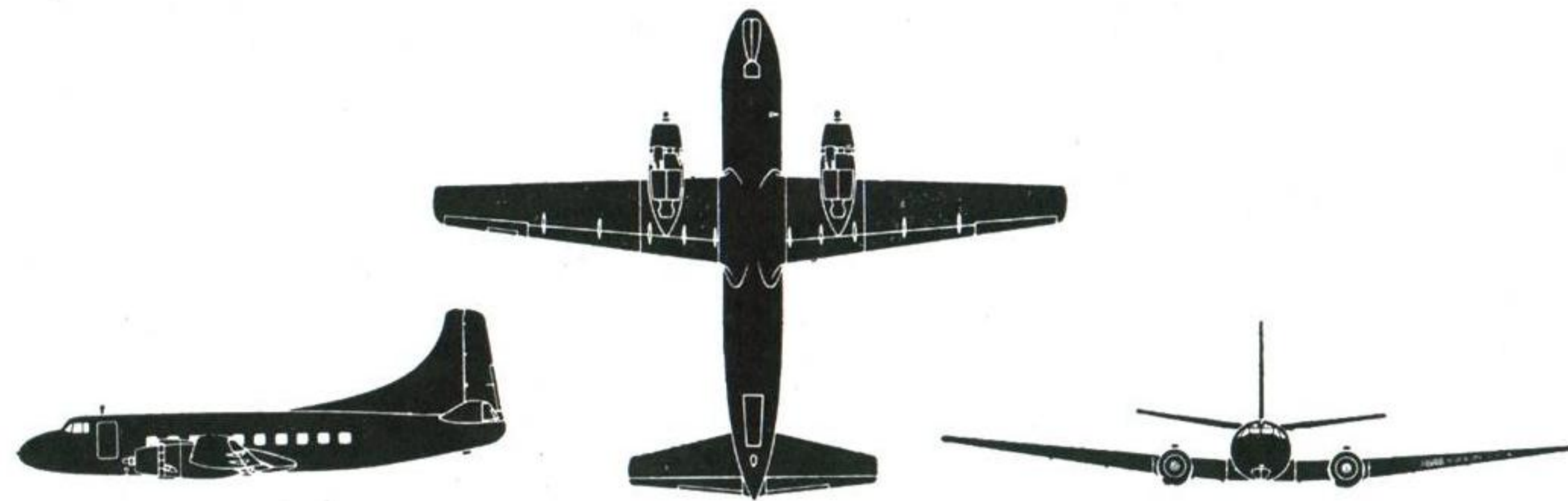
Republic
F-47N THUNDERBOLT
(One Double Wasp engine)
Span 42' 7" Length 36' 2"



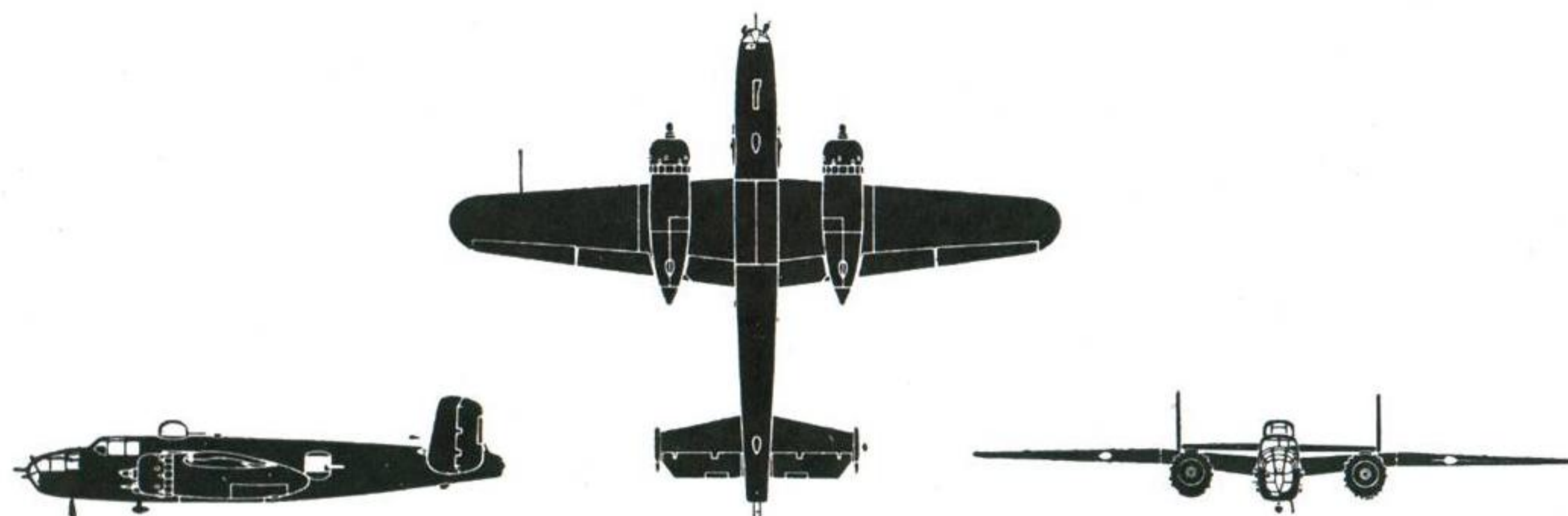
CONVAIR 240
(Two Double Wasp engines)
Span 91' 9" Length 74' 8"



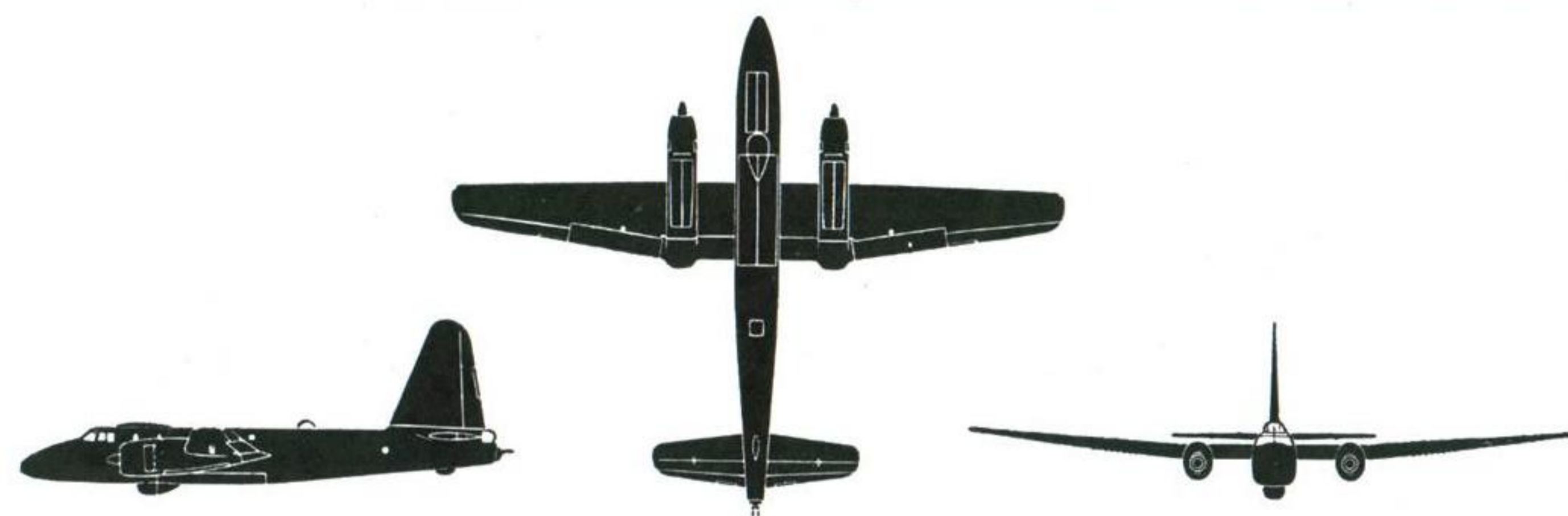
Douglas
DC-3 DAKOTA
(Two Twin Wasp engines)
Span 95' 0" Length 64' 6"



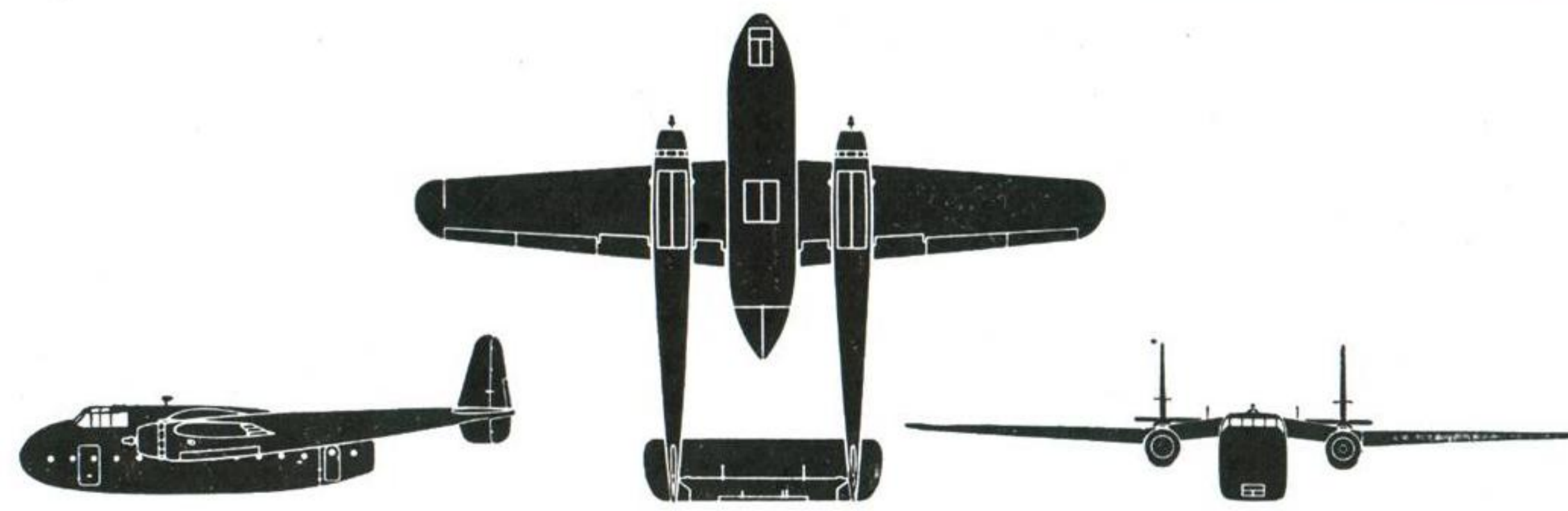
MARTIN 202
(Two Double Wasp engines)
Span 92' 9" Length 71' 4"



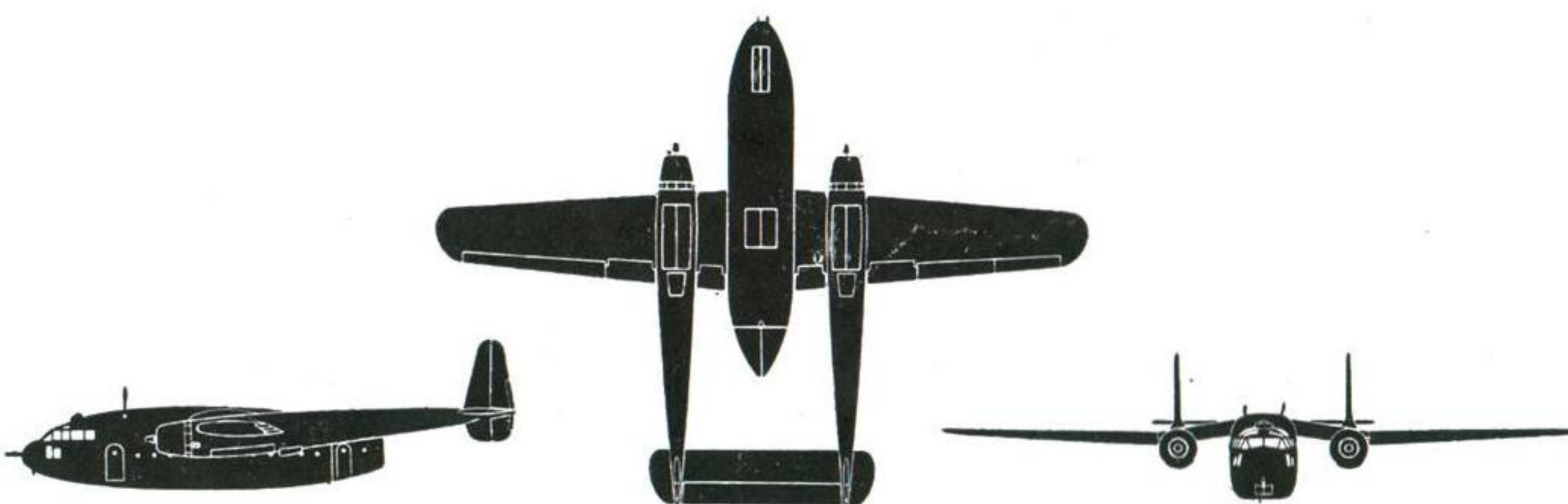
North American
B-25 MITCHELL
(Two Cyclone R.2600 engines)
Span 67' 7" Length 53' 6"



Lockheed
P2V-2 NEPTUNE
(Two Cyclone engines)
Span 100' 0" Length 78' 3"



Fairchild
C-82 PACKET
(Two Double Wasp engines)
Span 106' 5" Length 77' 2"



Fairchild
C-119B PACKET
(Two Wasp Major engines)
Span 109' 3" Length 85' 10"



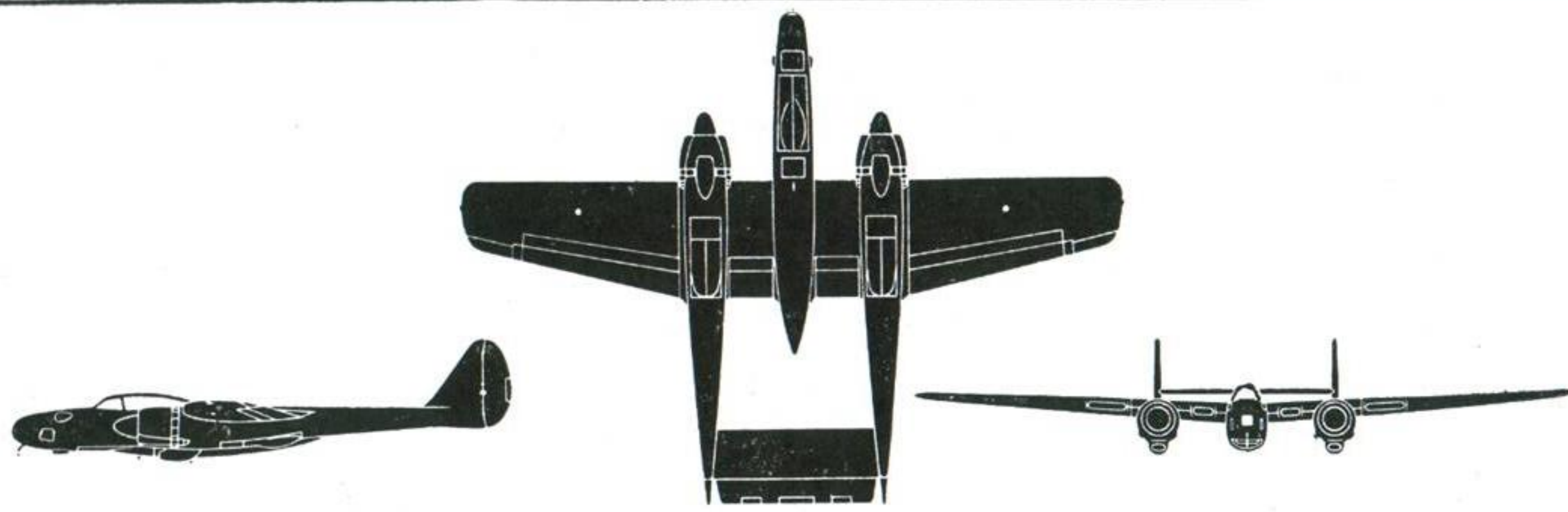


Northrop

R-15 REPORTER

(Two Double Wasp engines)

Span 66' 0" Length 50' 5"

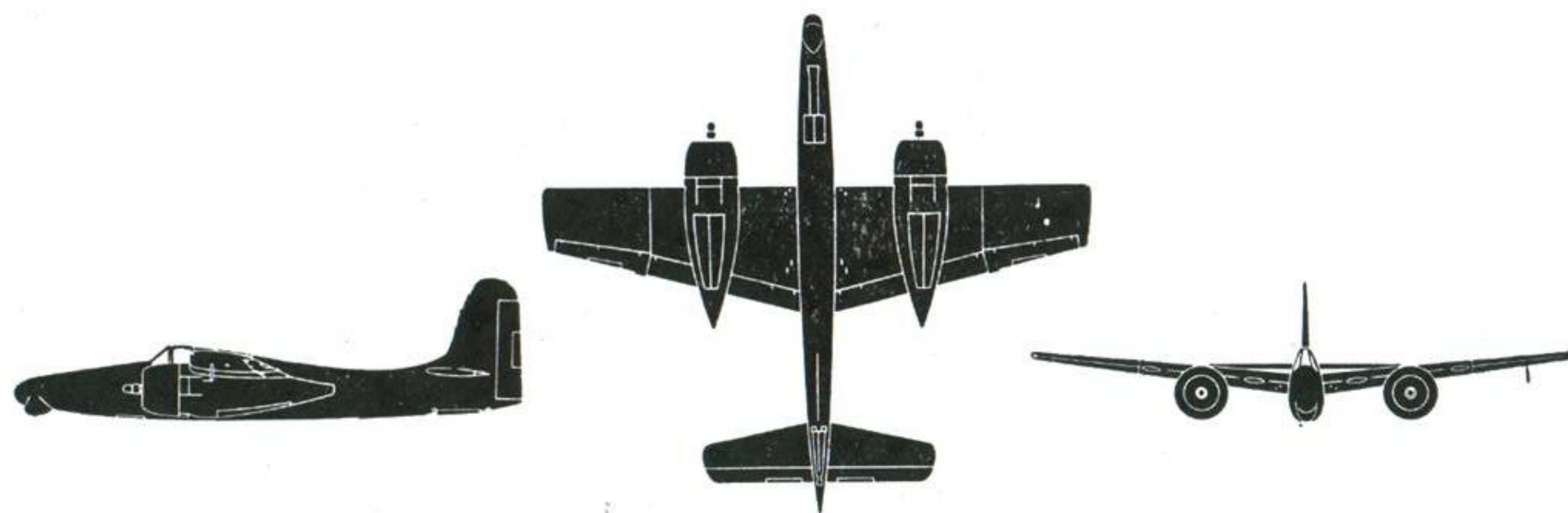


Grumman

F7F-4N

(Two Double Wasp engines)

Span 51' 6" Length 47' 2"

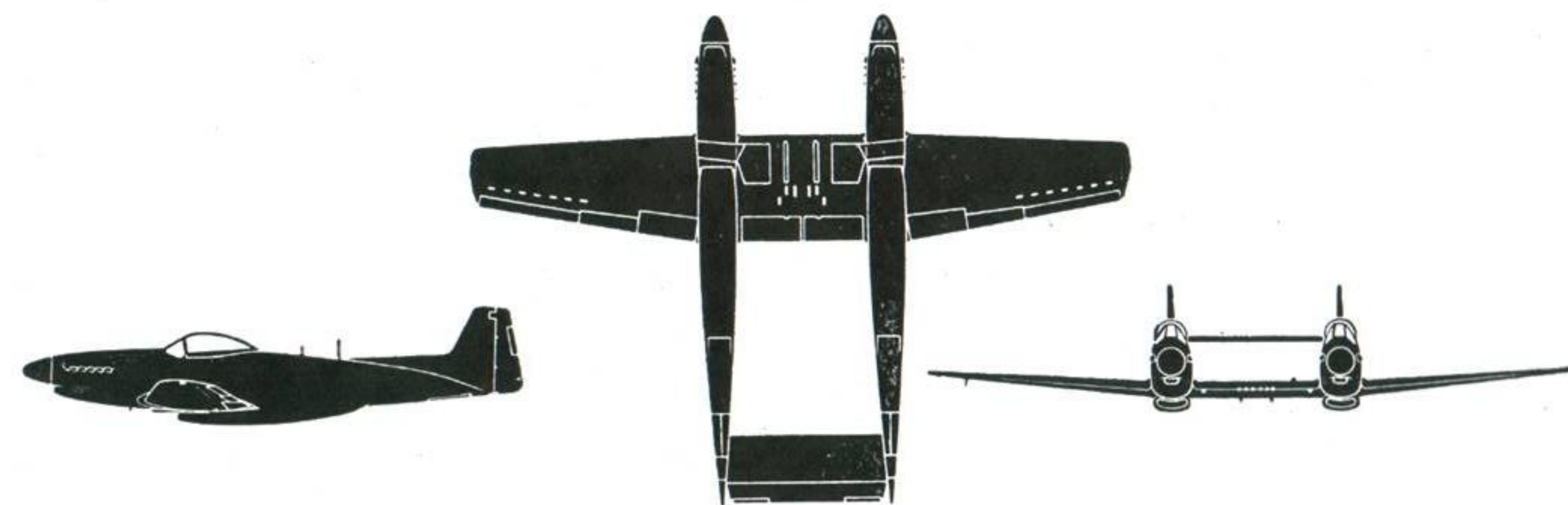


North American

F-82 TWIN MUSTANG

(Two Allison engines)

Span 51' 3" Length 39' 0"



CONVAIR B-36A

(Six P. & W. Double Wasp engines)

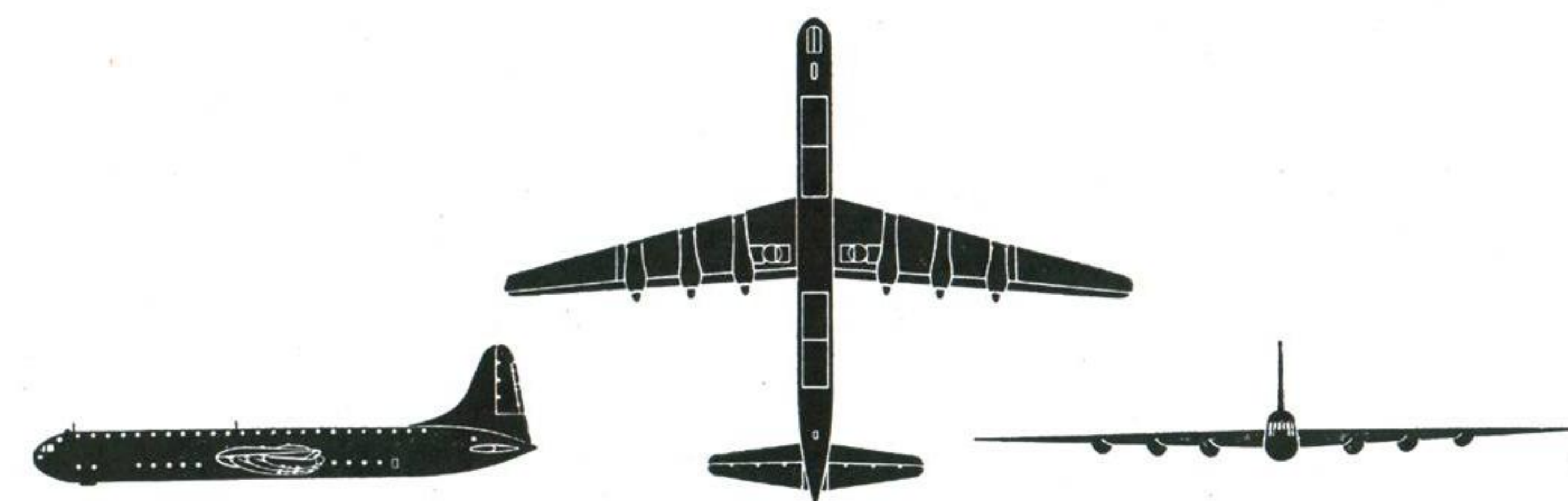
Span 230' 0" Length 163' 0"



CONVAIR C-99

(Six P. & W. Double Wasp engines)

Span 230' 0" Length 182' 6"

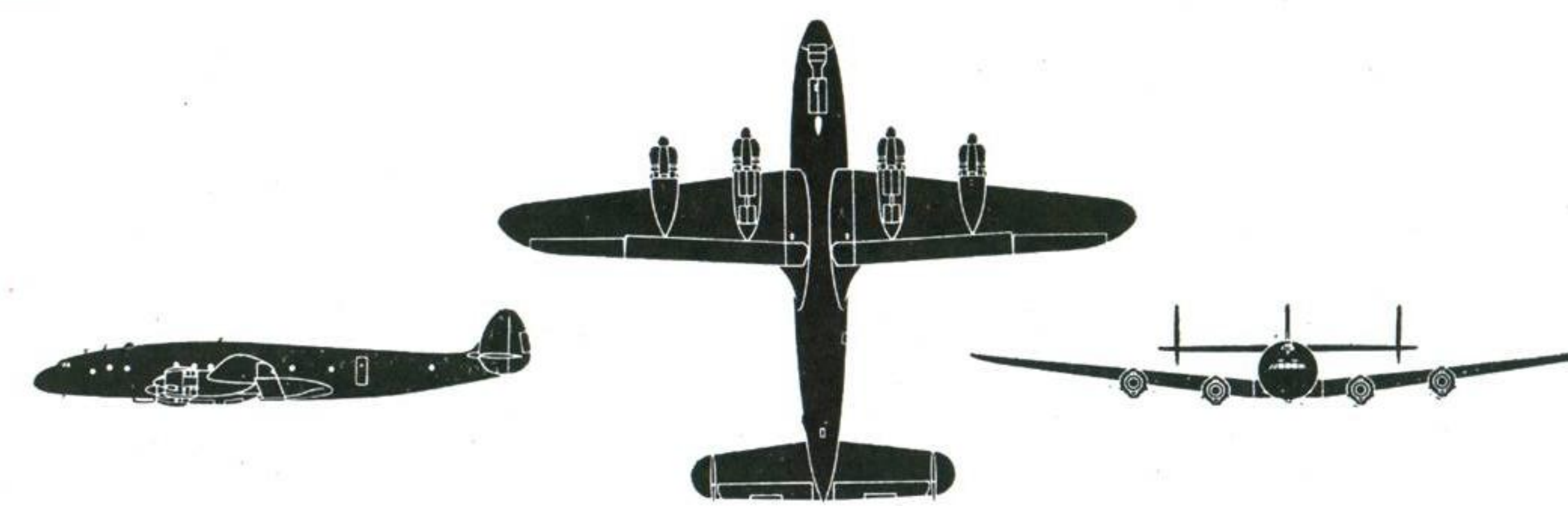


Lockheed

CONSTELLATION

(Four Cyclone engines)

Span 123' 0" Length 95' 1"



Lockheed

CONSTITUTION

(Four Wasp Major engines)

Span 189' 1" Length 156' 1"

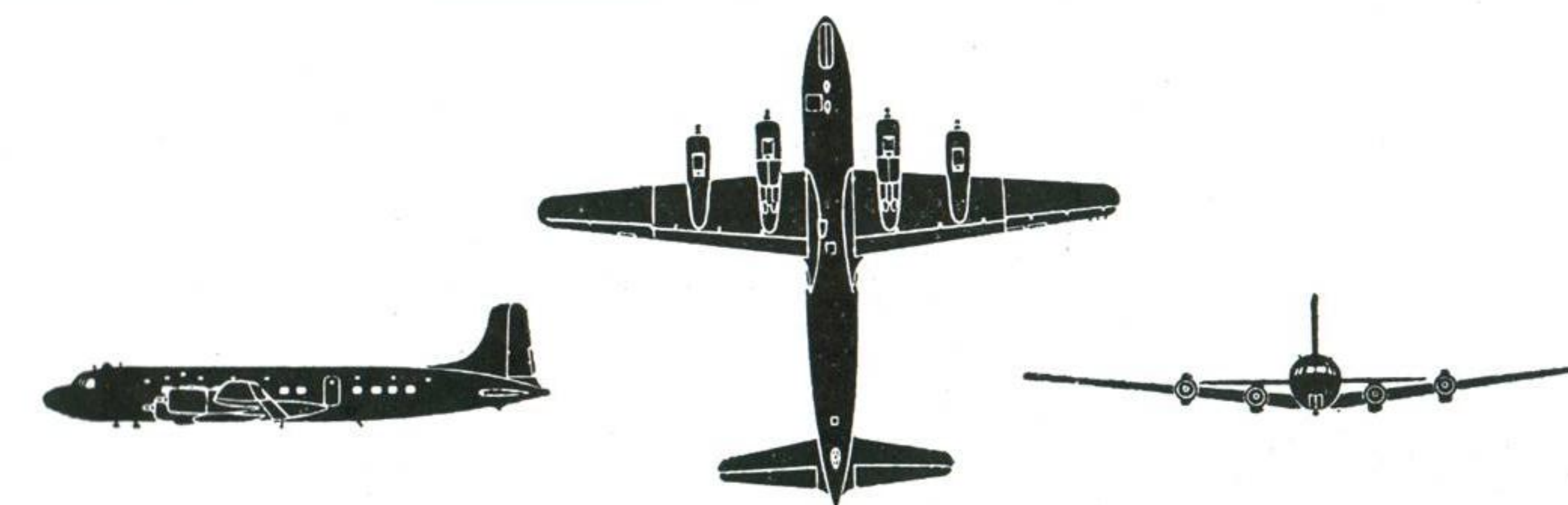


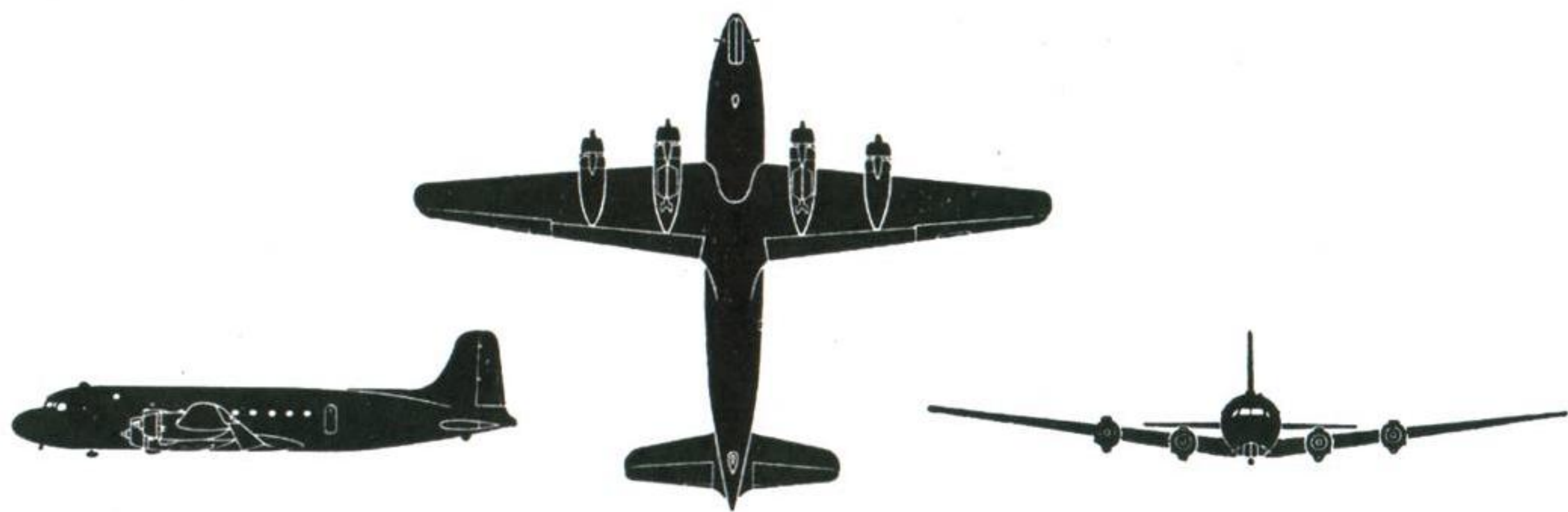
Douglas

DC-6

(Four Double Wasp engines)

Span 117' 6" Length 110' 7"



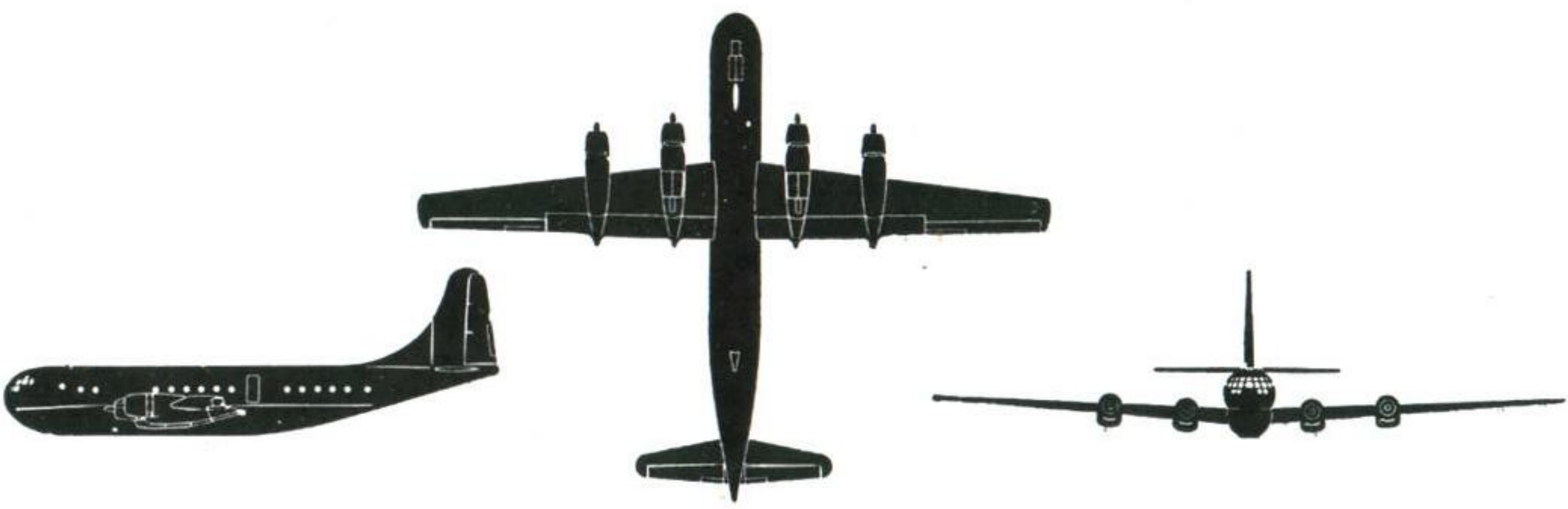
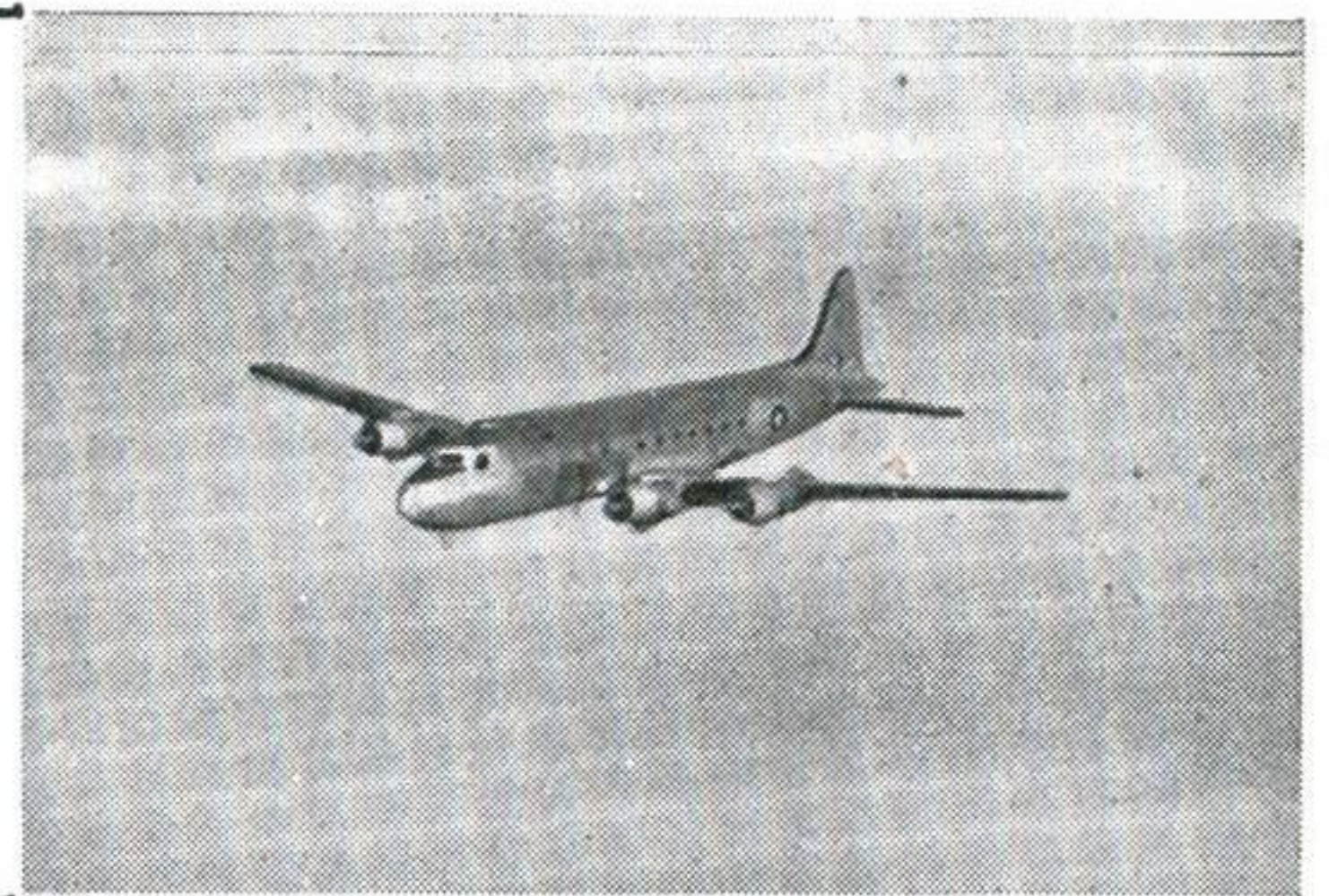


Douglas

C-54 SKYMASTER

(Four Twin Wasp engines)

Span 117' 6" Length 93' 11"

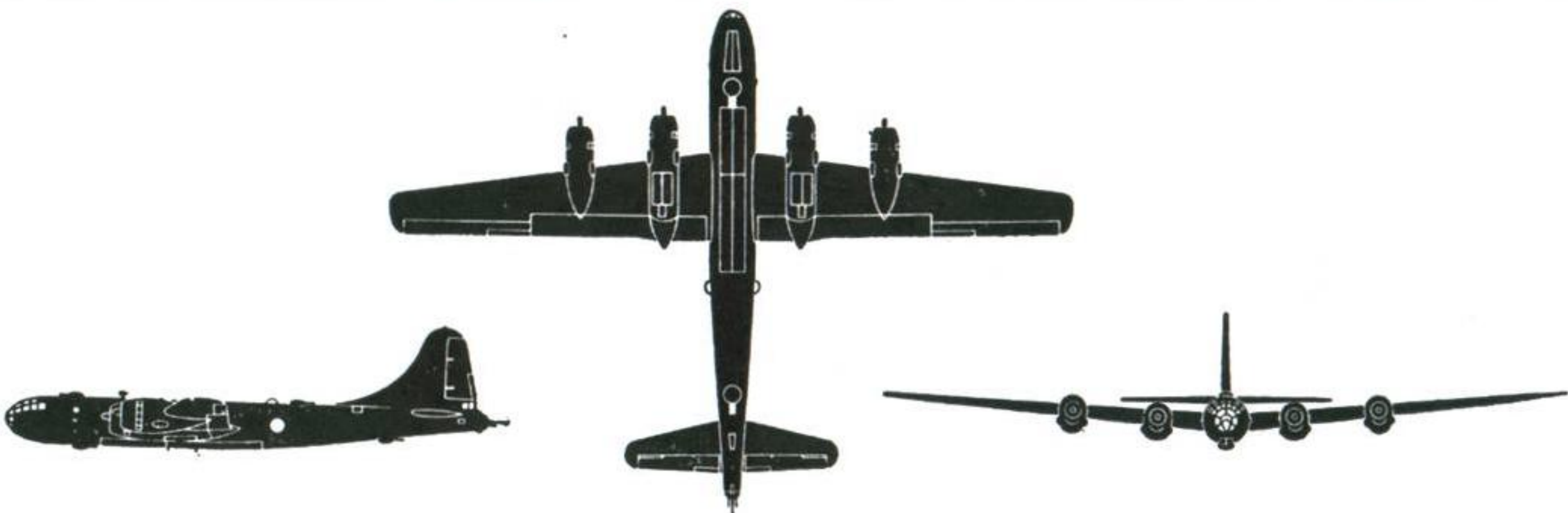


Boeing

STRATOCRUISER

(Four Wasp Major engines)

Span 141' 3" Length 110' 4"



Boeing

B-29 SUPERFORTRESS

(Four Cyclone engines)

Span 141' 3" Length 99' 0"



Boeing

B-50A SUPERFORTRESS

(Four Wasp Major engines)

Span 141' 6" Length 99' 0"



Lockheed

F80-A SHOOTING STAR

(One J-33A engine)

Span 38' 10" Length 34' 6"

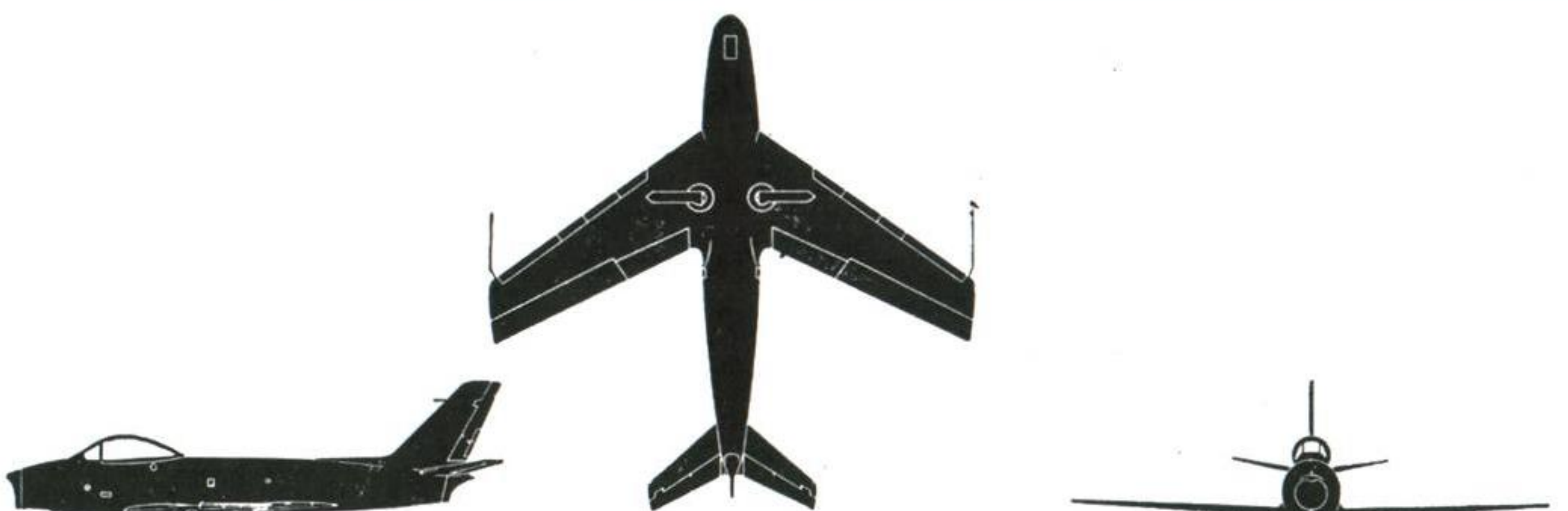


Republic

F-84B THUNDERJET

(One J-35C-3 engine)

Span 37' 6" Length 36' 6"

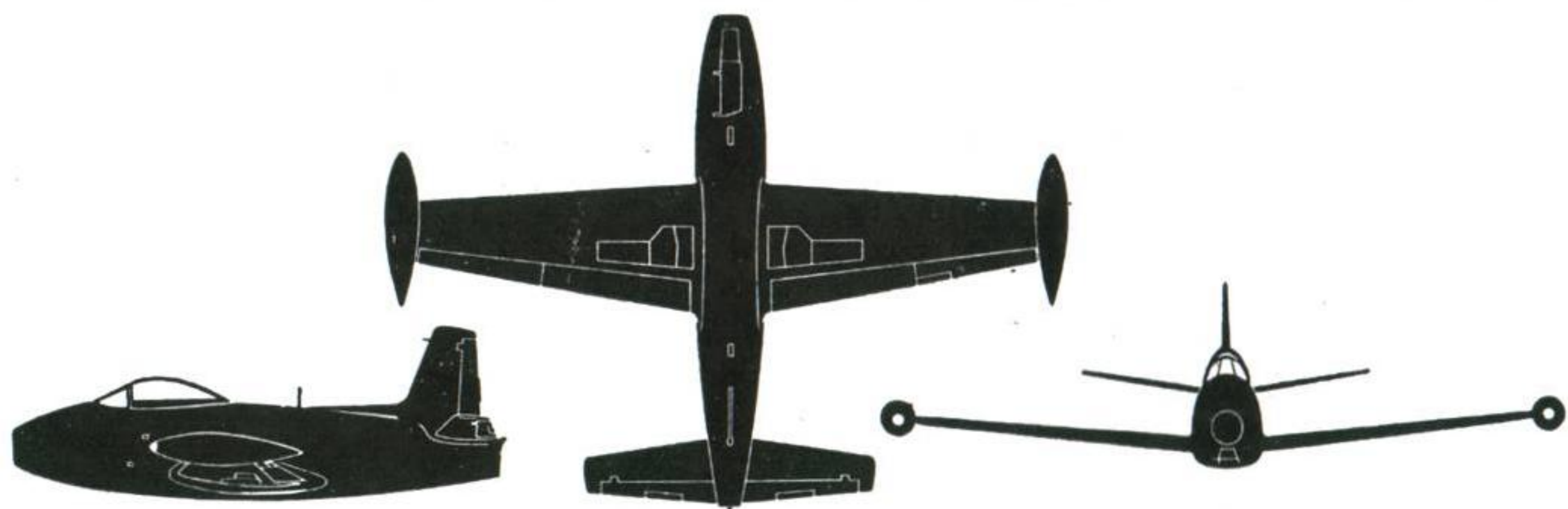


North American

F-86A SABRE

(One J-47A engine)

Span 37' 1" Length 37' 6"



North American

FJ-1 FURY

(One J-35 engine)

Span 38' 1" Length 33' 8"



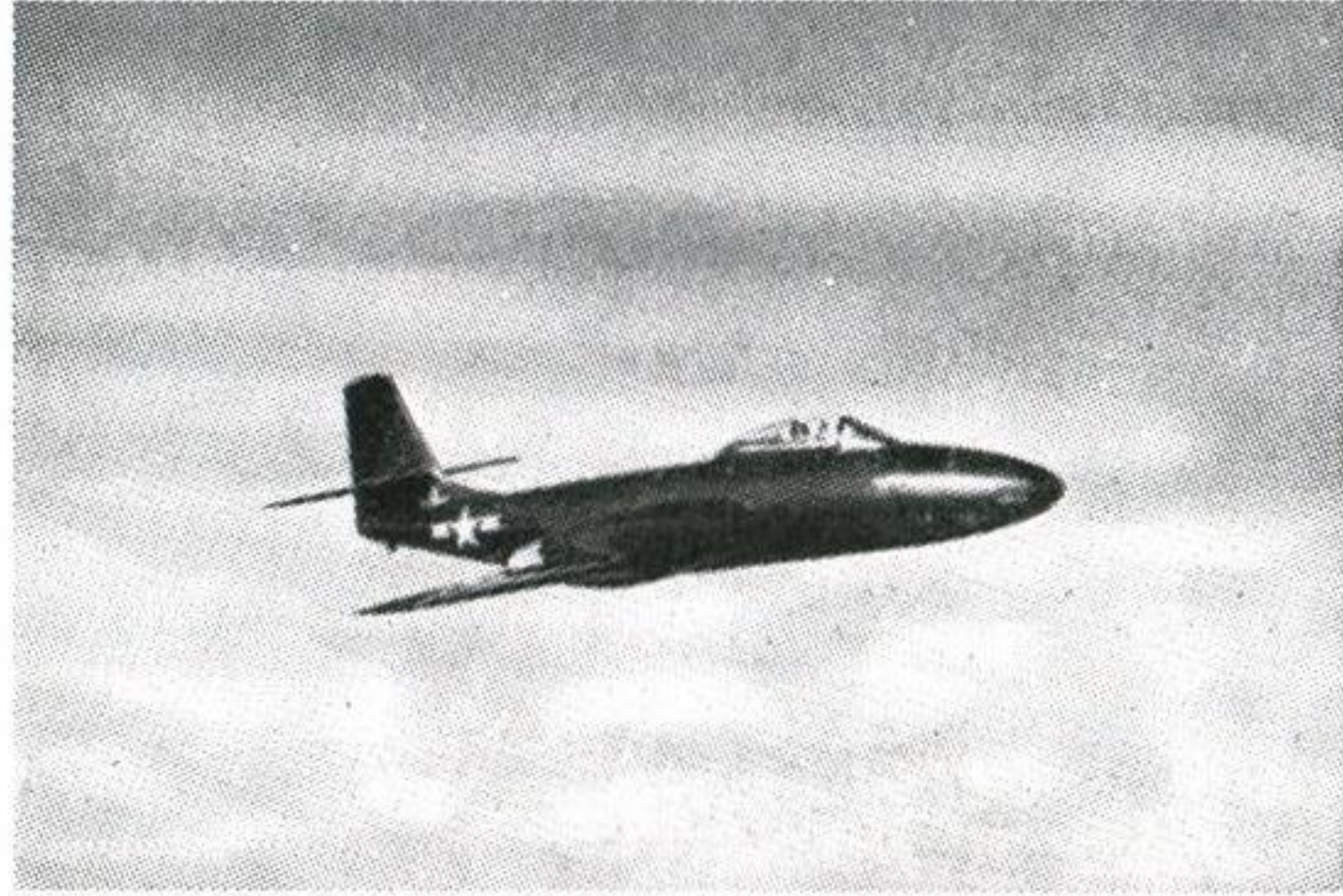
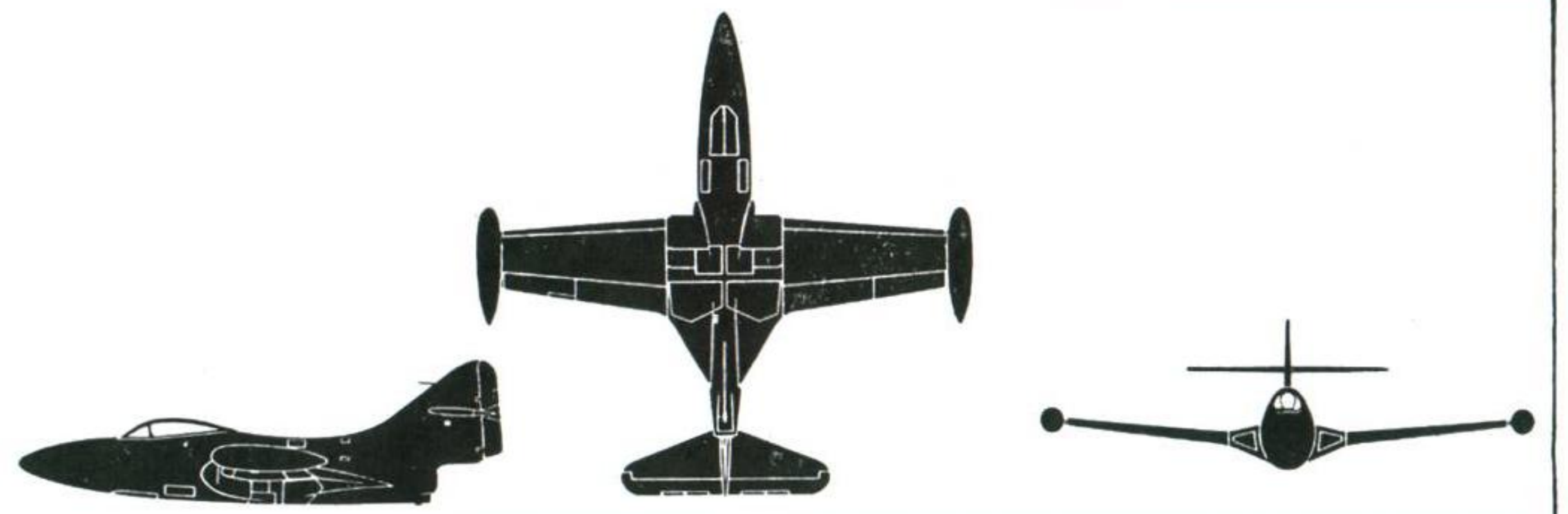


Grumman

F9F-2/3 PANTHER

(One J-33 (F9F-3) One Nine (F9F-2) engine)

Span 35' 3" Length 37' 8"

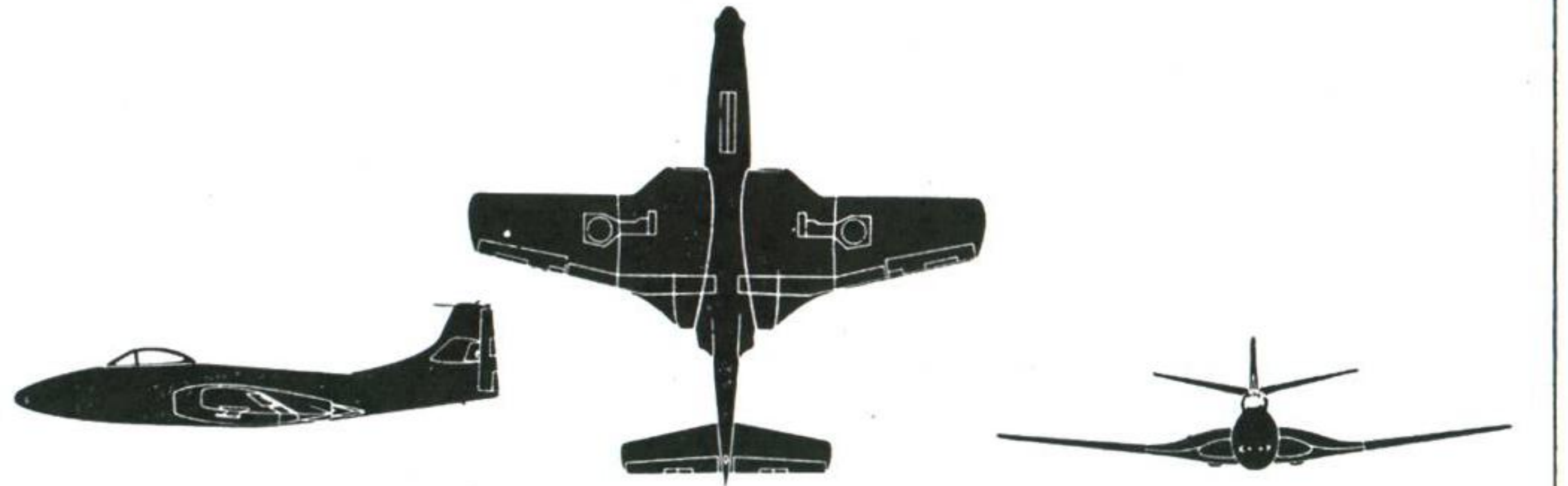


McDonnell

F2H-2 BANSHEE

(Two J-34 engines)

Span 41' 7" Length 40' 1"

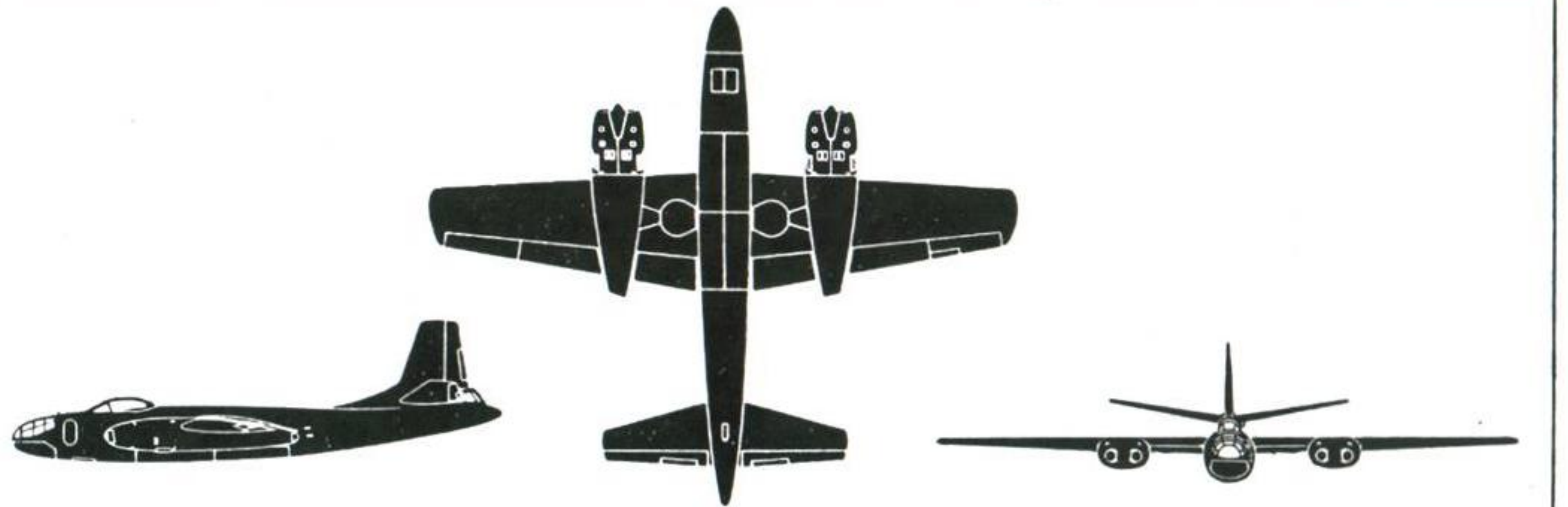


North American

B-45A TORNADO

(Four J-35 engines)

Span 89' 0" Length 74' 0"

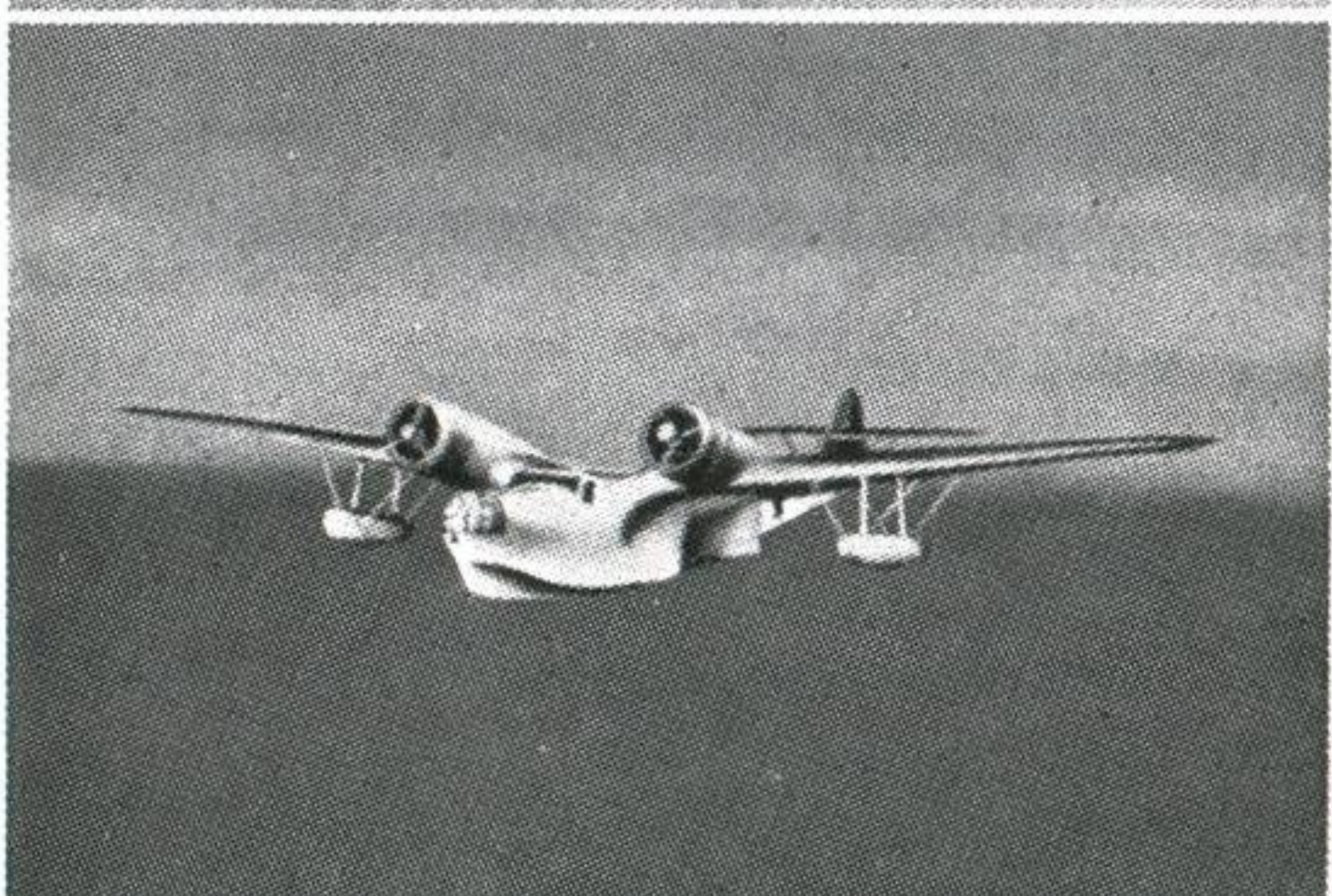


Boeing

B-47 STRATOJET

(Six J-35 engines)

Span 116' 0" Length 108' 0"

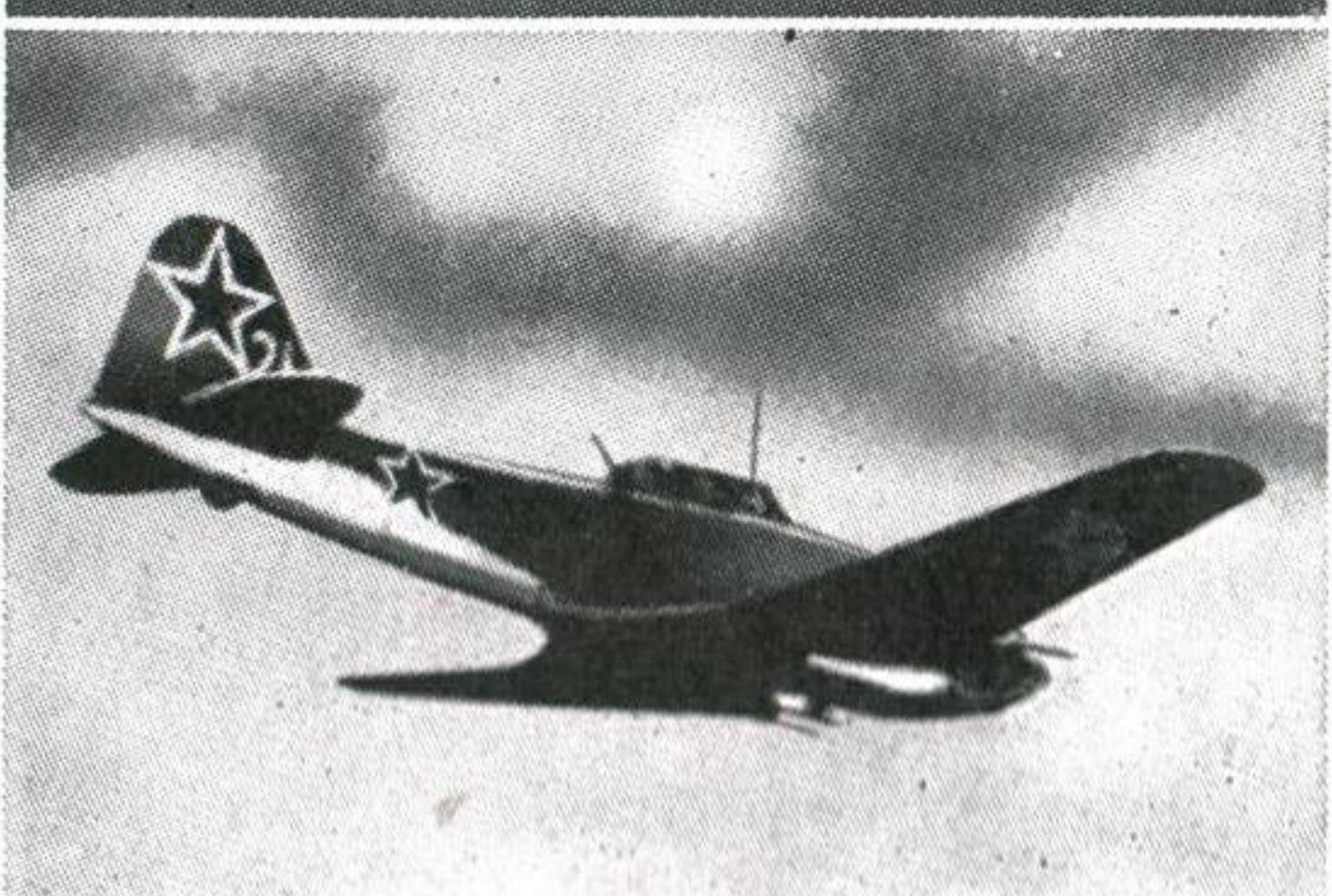
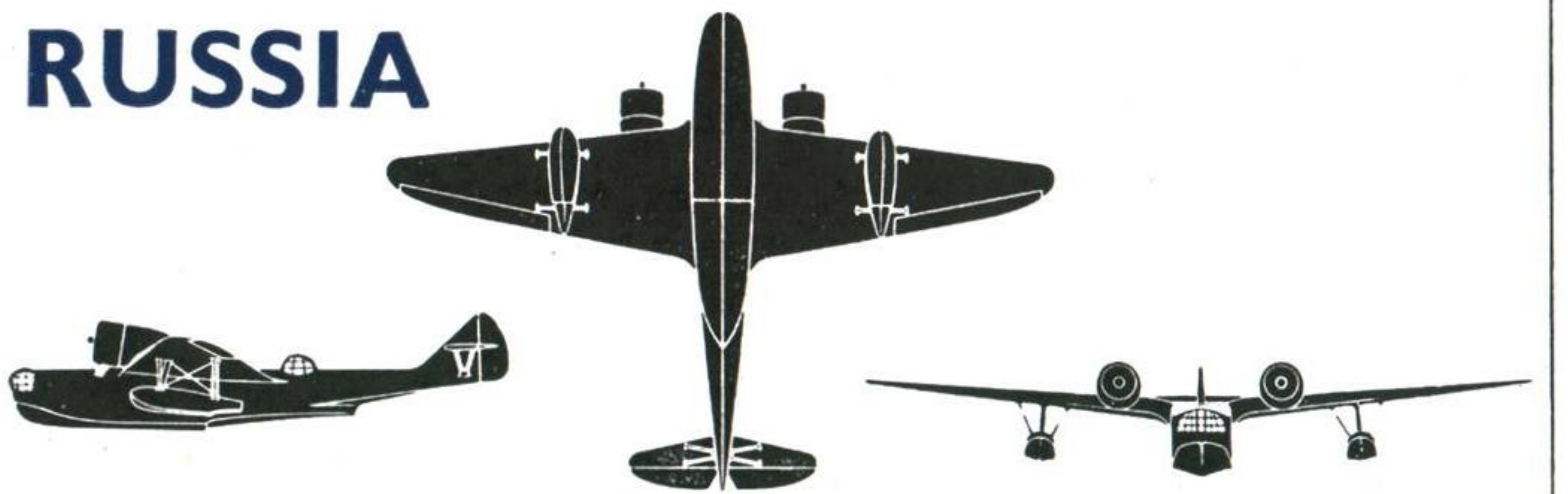


RUSSIA

MDR-6 (Patrol)

(Two M.62 engines)

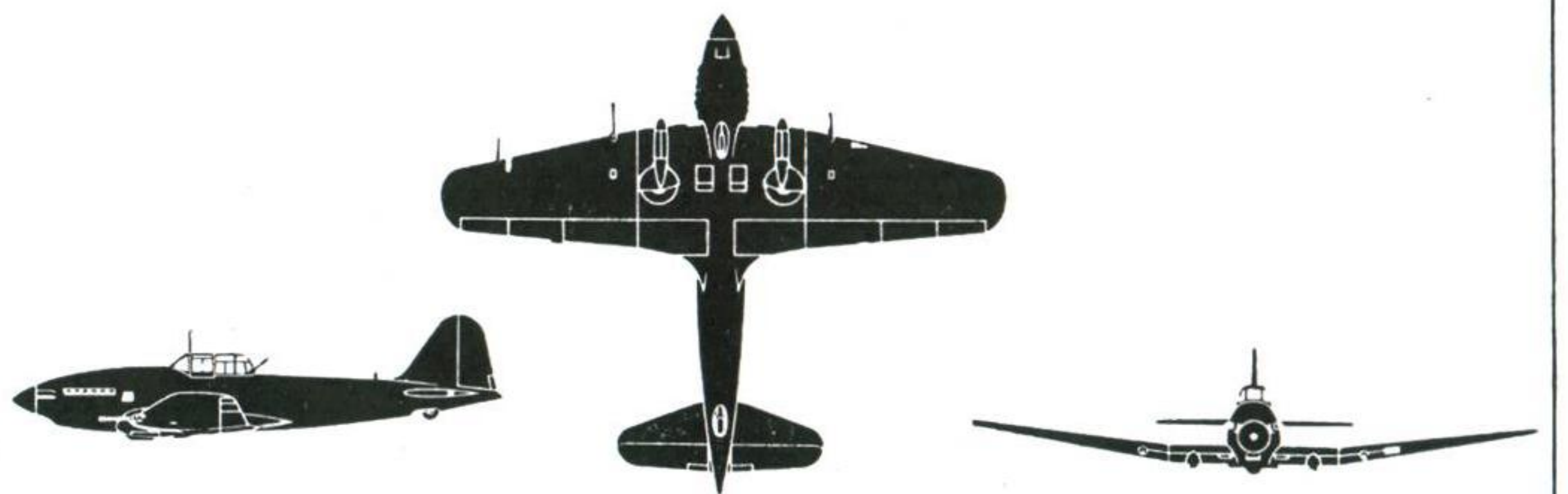
Span 66' 0" Length 49' 3"



IL-10 (Attack)

(One AM.42 engine)

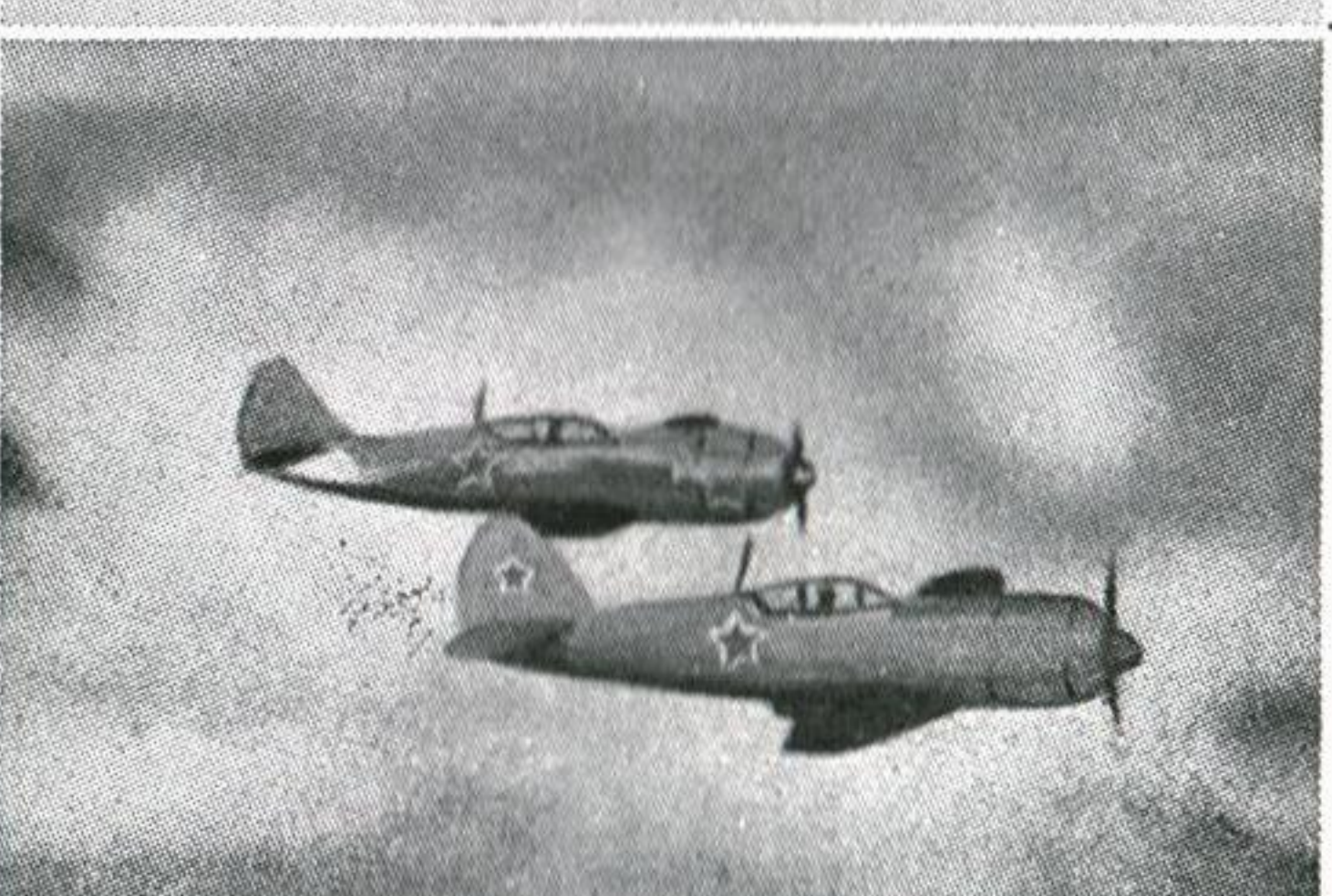
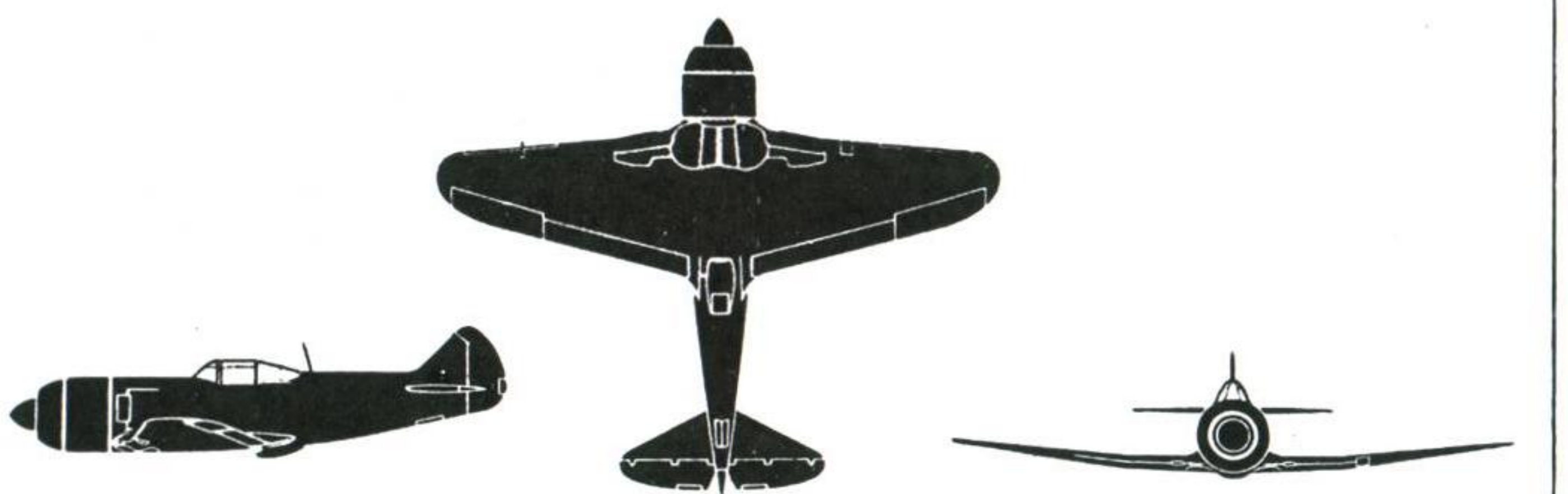
Span 45' 6" Length 40' 0"



LA-7 (Fighter)

(One ASH.82 FNV engine)

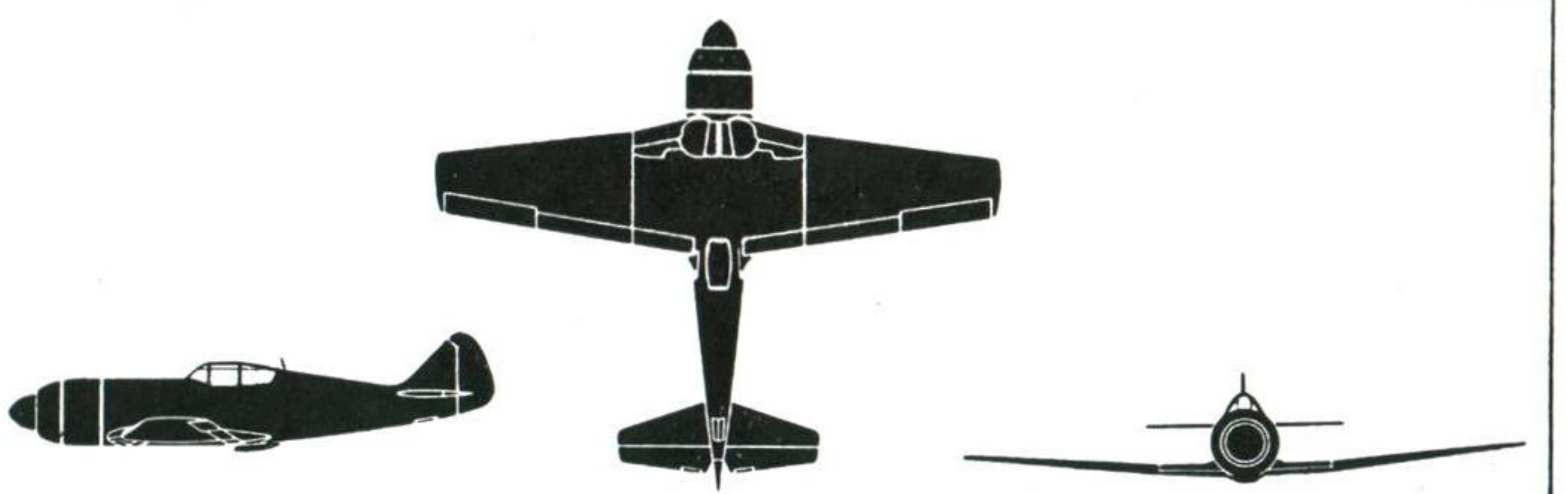
Span 32' 2" Length 28' 7"

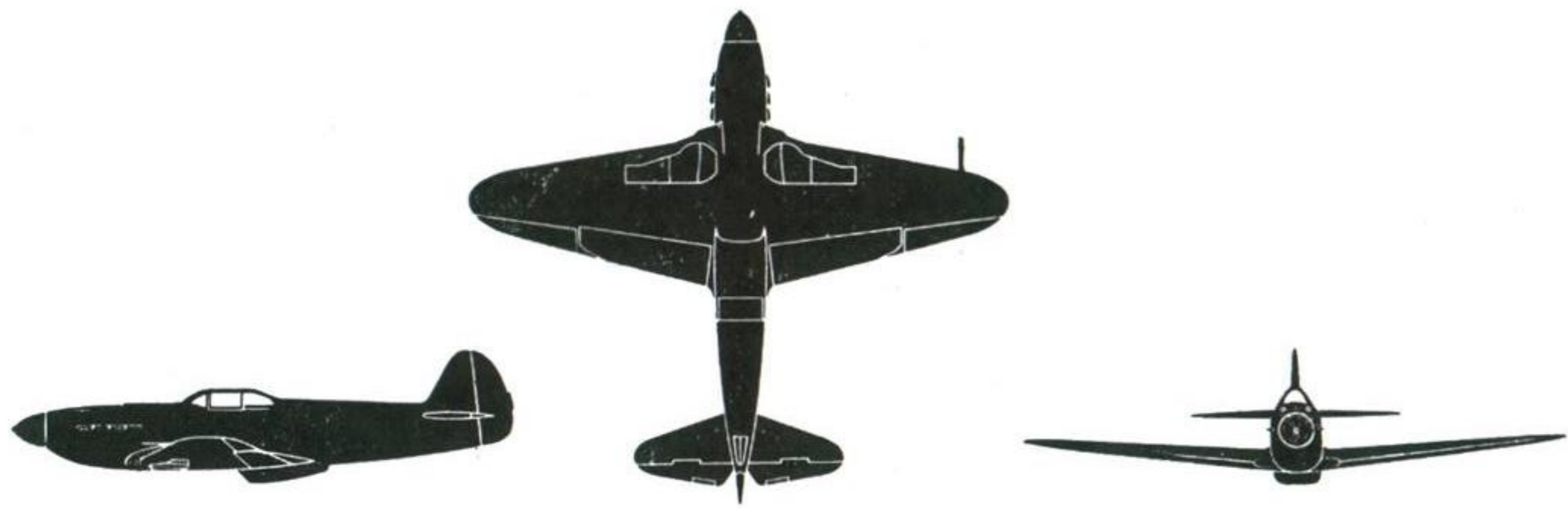


LA-9 (Fighter)

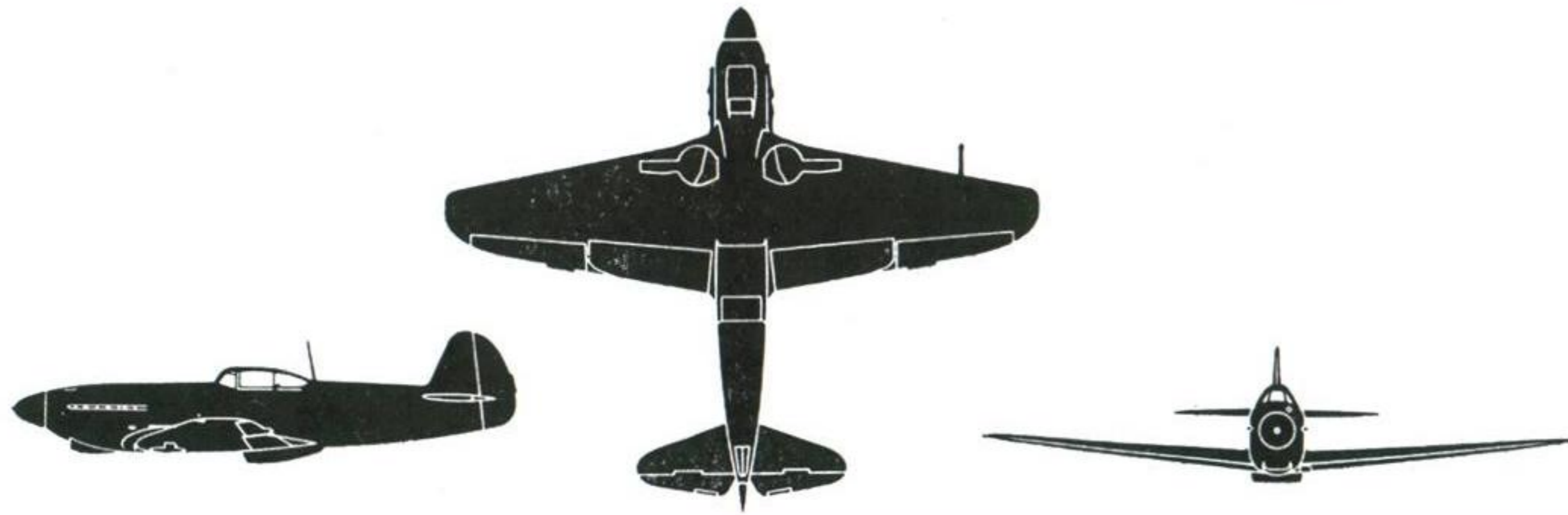
(One M.71 engine)

Span 34' 9" Length 30' 0"

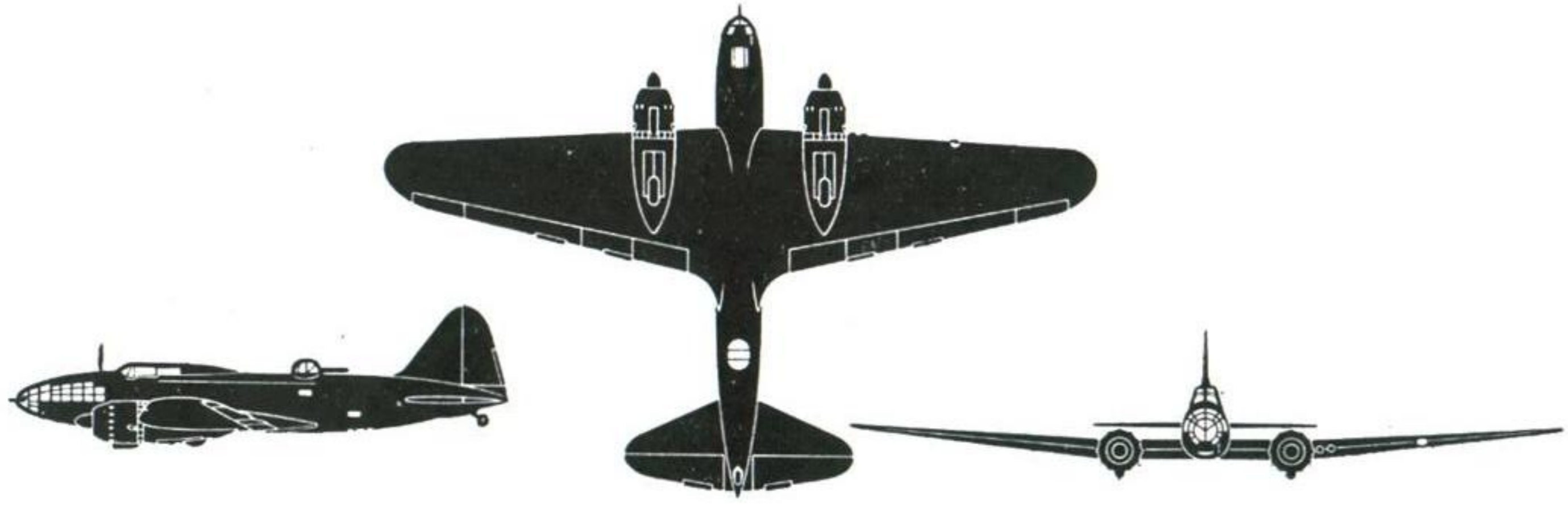
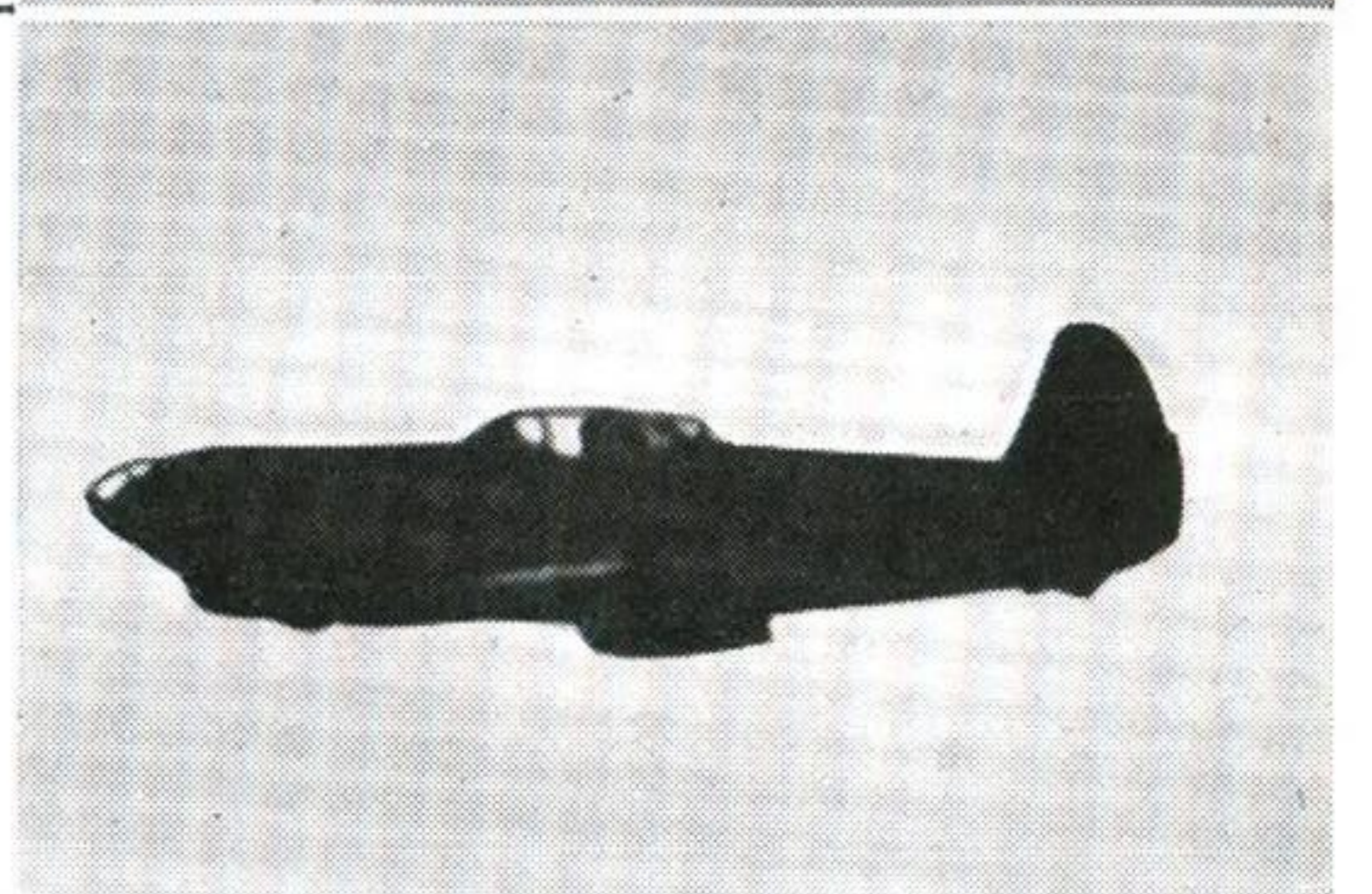




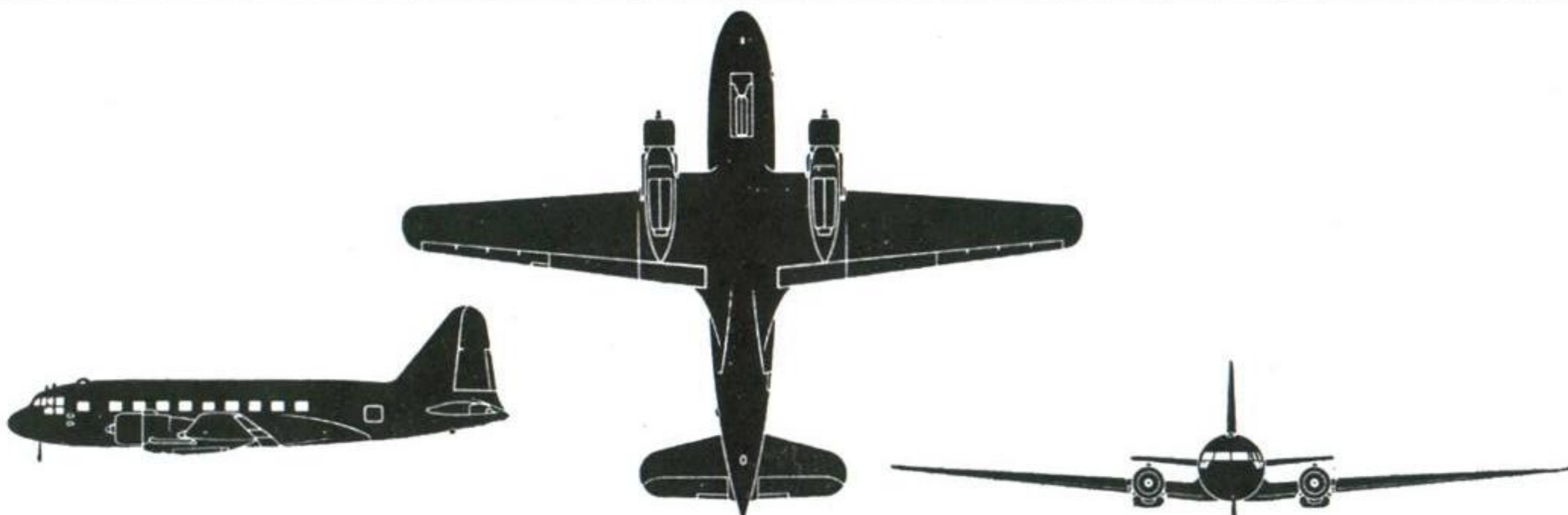
YAK-3 (Fighter)
(One VK.105 PF engine)
Span 30' 2" Length 27' 9"



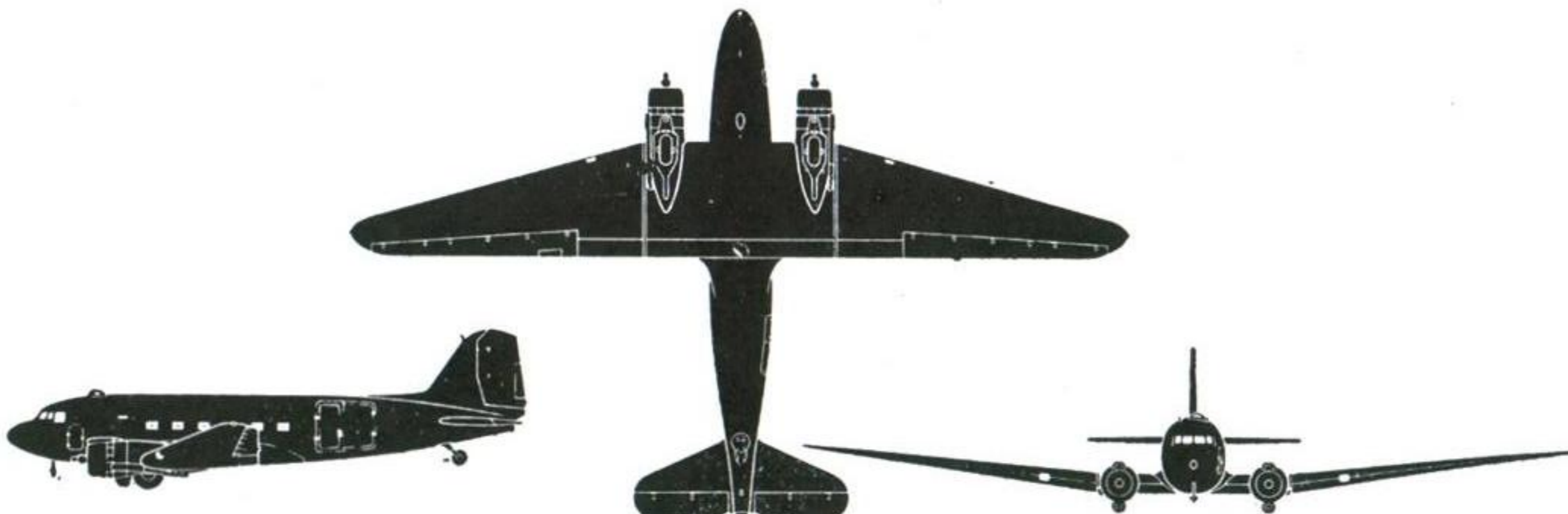
YAK-9 (Fighter)
(One VK.105 PF engine)
Span 32' 10" Length 27' 11"



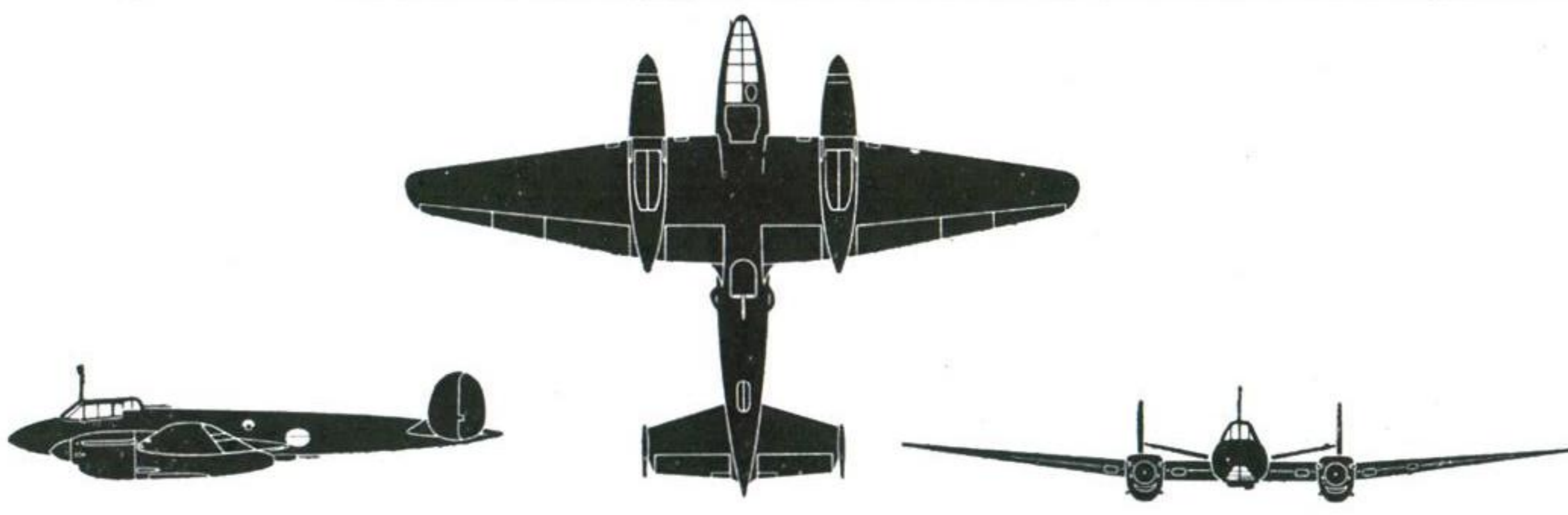
IL-4 (Bomber)
(Two M.88B engines)
Span 70' 0" Length 48' 6"



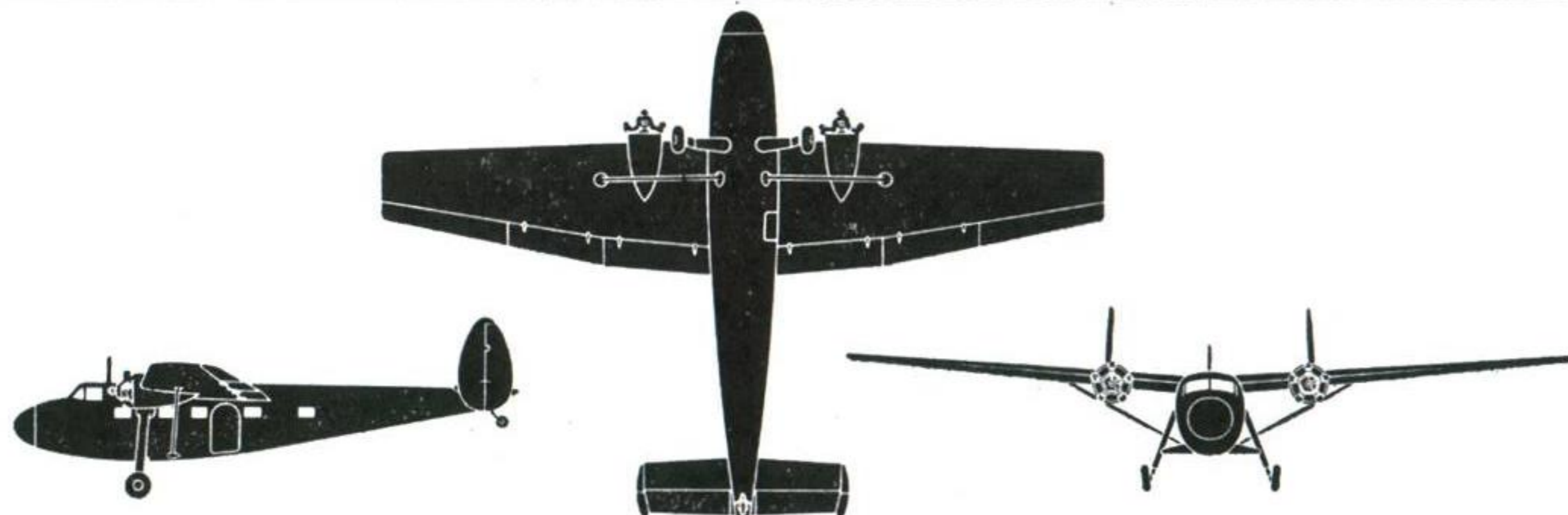
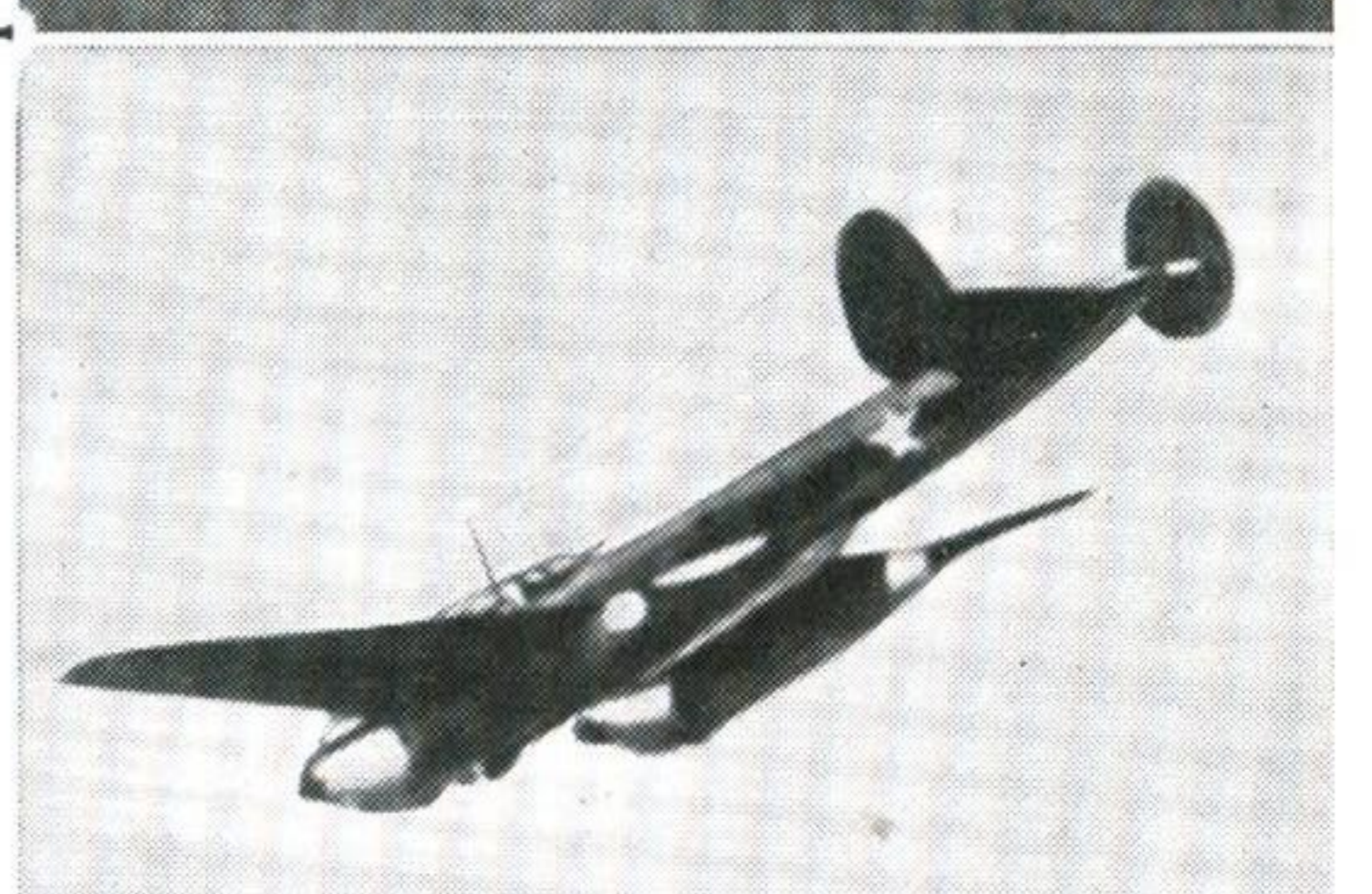
IL-12 (Transport)
(Two ASH.82 engines)
Span 100' 0" Length 74' 3"



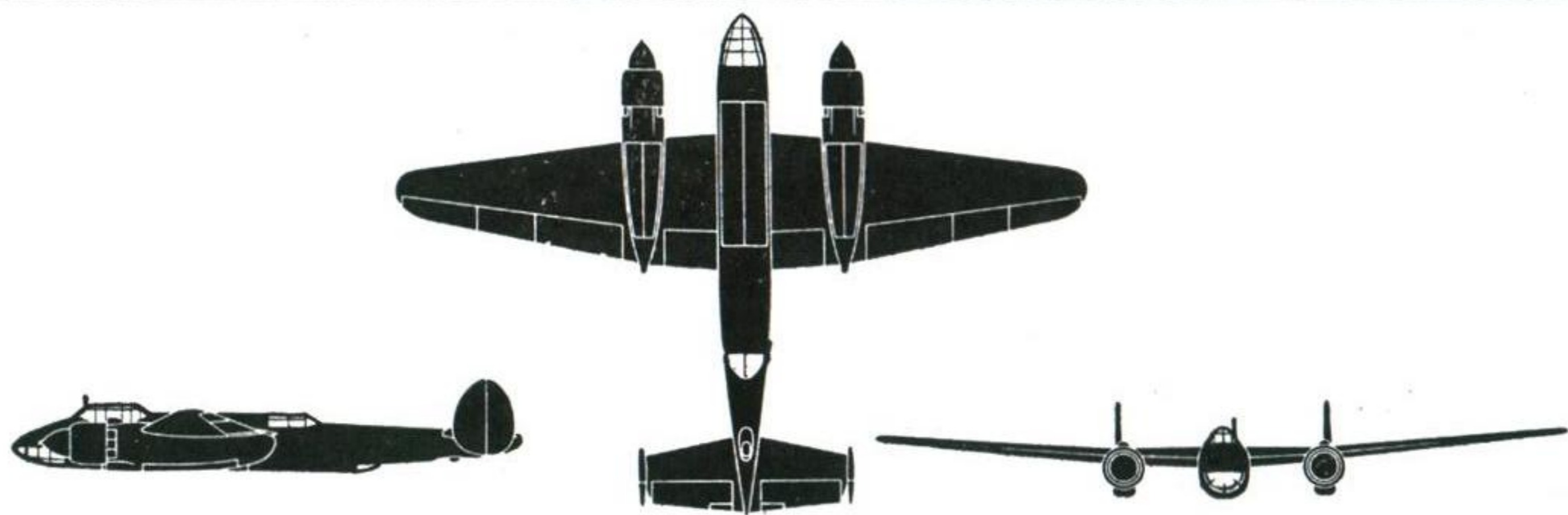
LI-2 (Transport)
(Two M.62R engines)
Span 94' 8" Length 64' 5"



PE-2 (Fighter and Bomber)
(Two VK.105R engines)
Span 56' 1" Length 41' 6"



SHCHE-2 (Trainer)
(Two M.11 FEA engines)
Span 72' 0" Length 51' 0"

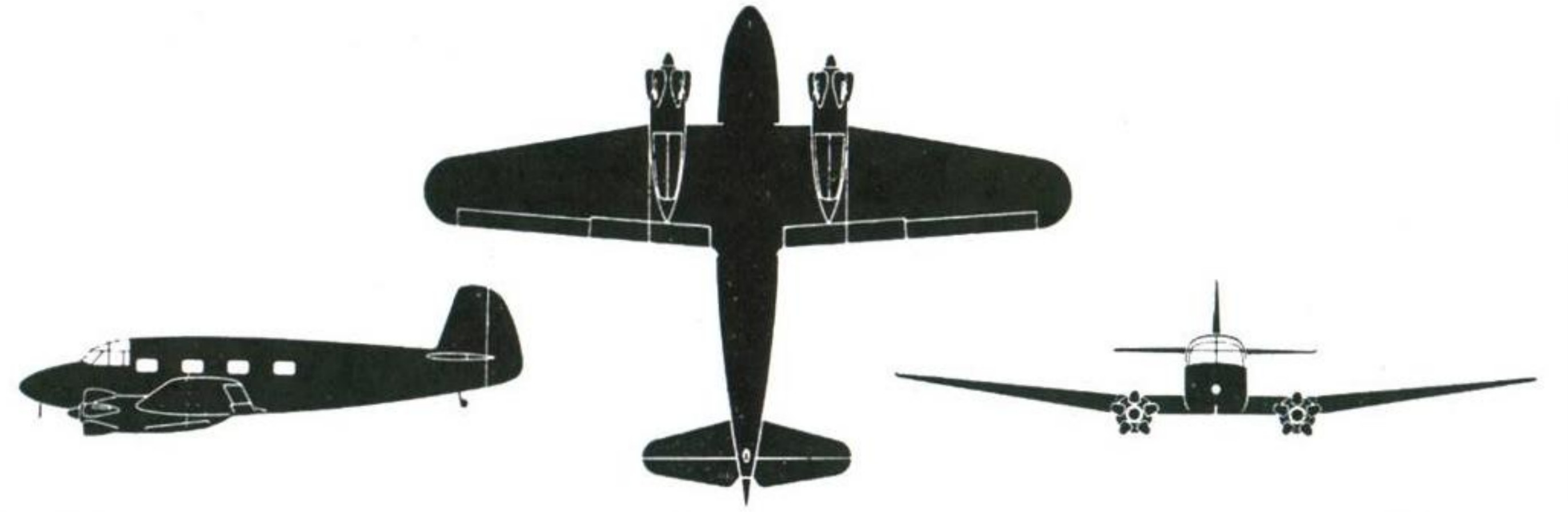


TU-2 (Bomber)
(Two ASH.82 FNV engines)
Span 60' 11" Length 45' 3"

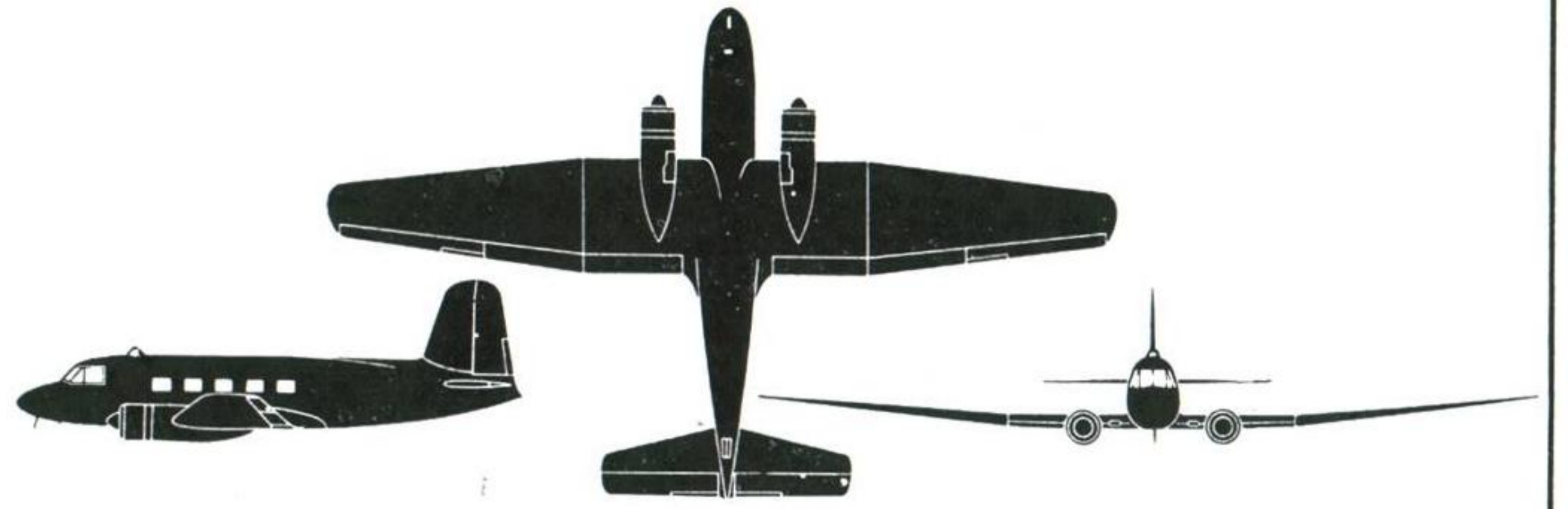




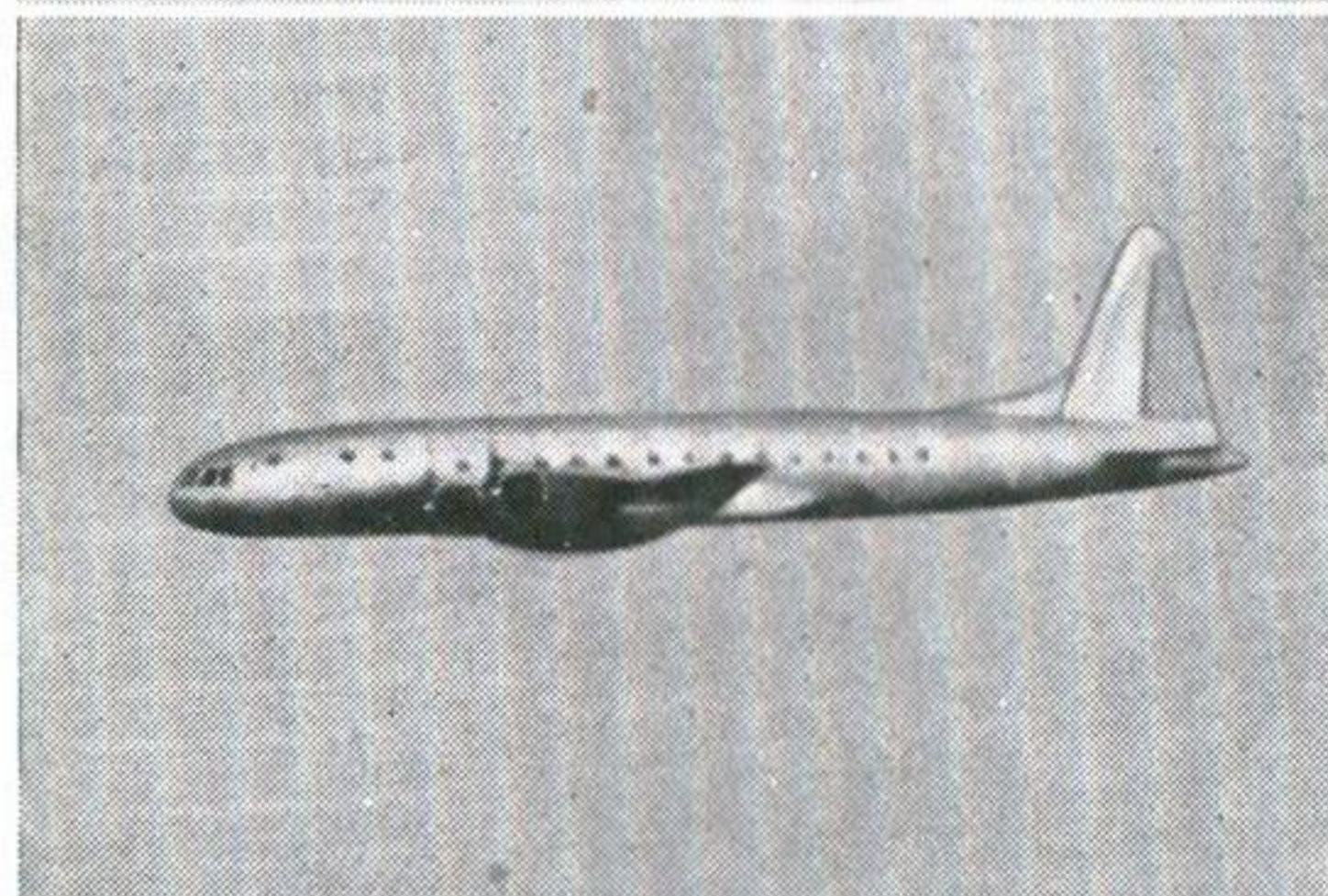
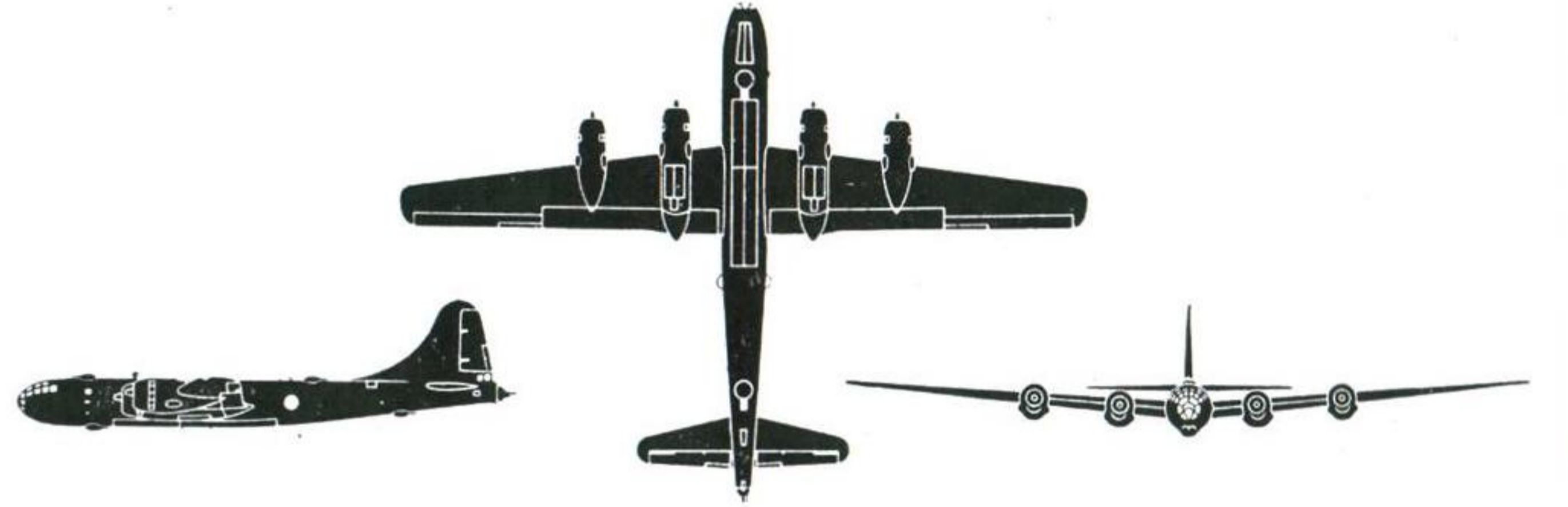
YAK-8 (Transport)
 (Two M-11 engines)
 Span 48' 7" Length 37' 2"



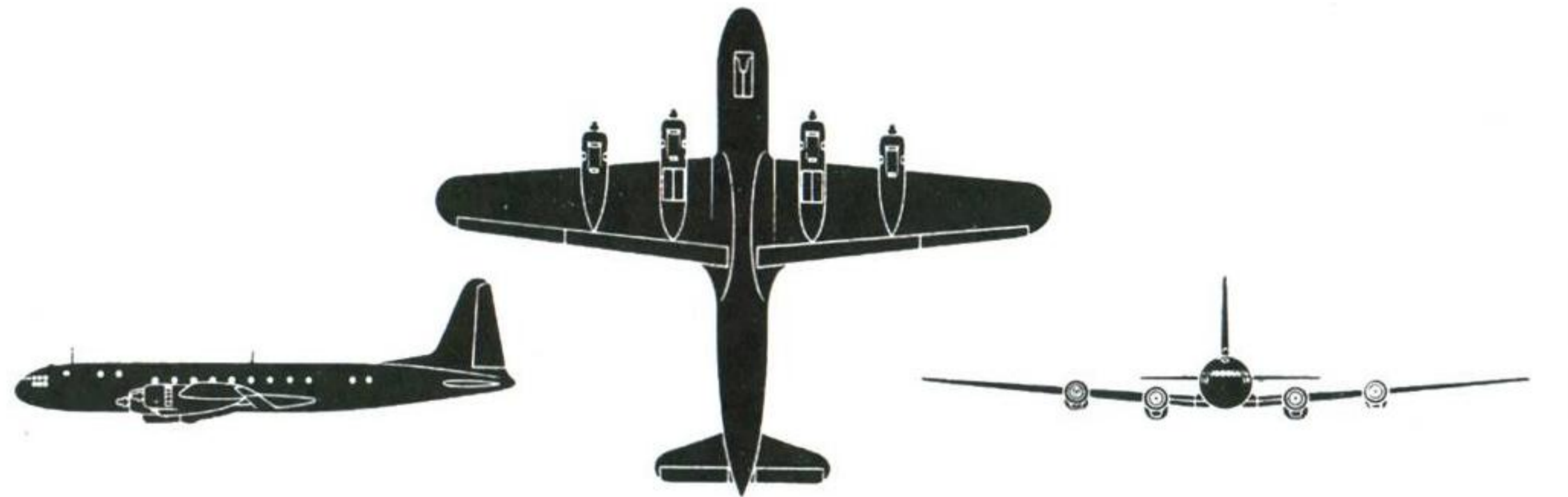
YAK-16 (Transport)
 (Two ASH.21 engines)
 Span 56' 0" Length 36' 0"



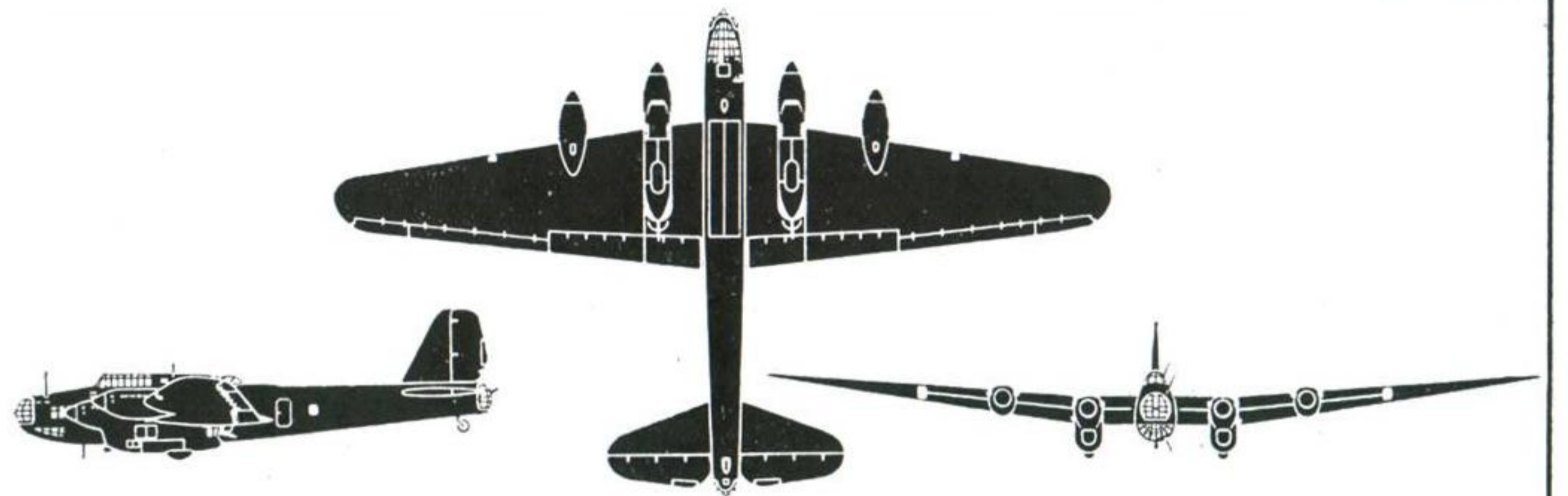
B-29 (Russian-built (Bomber)
 (Probably Four Russian built
 W. Cyclone engines)
 Span 103' 9" Length 74' 9"



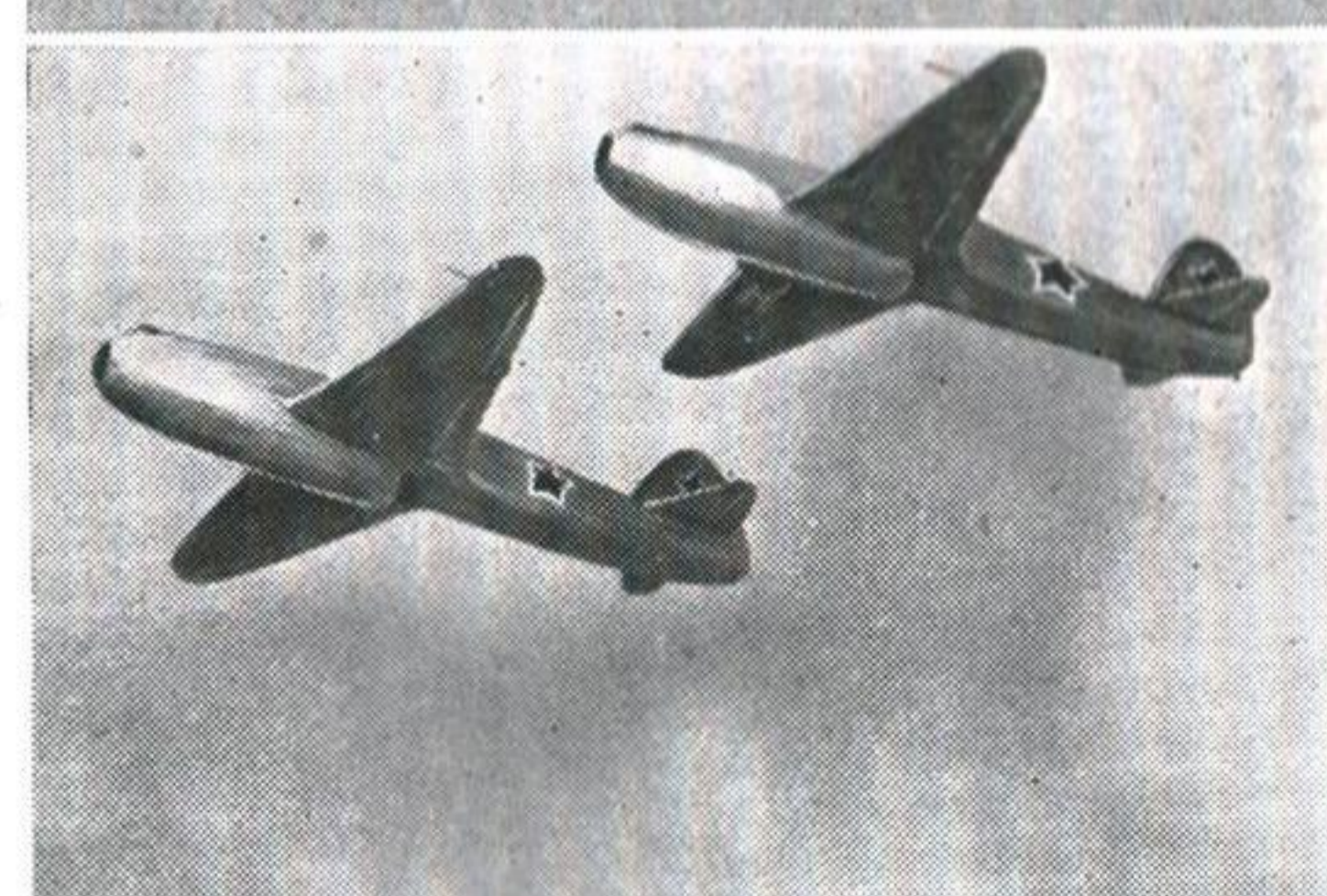
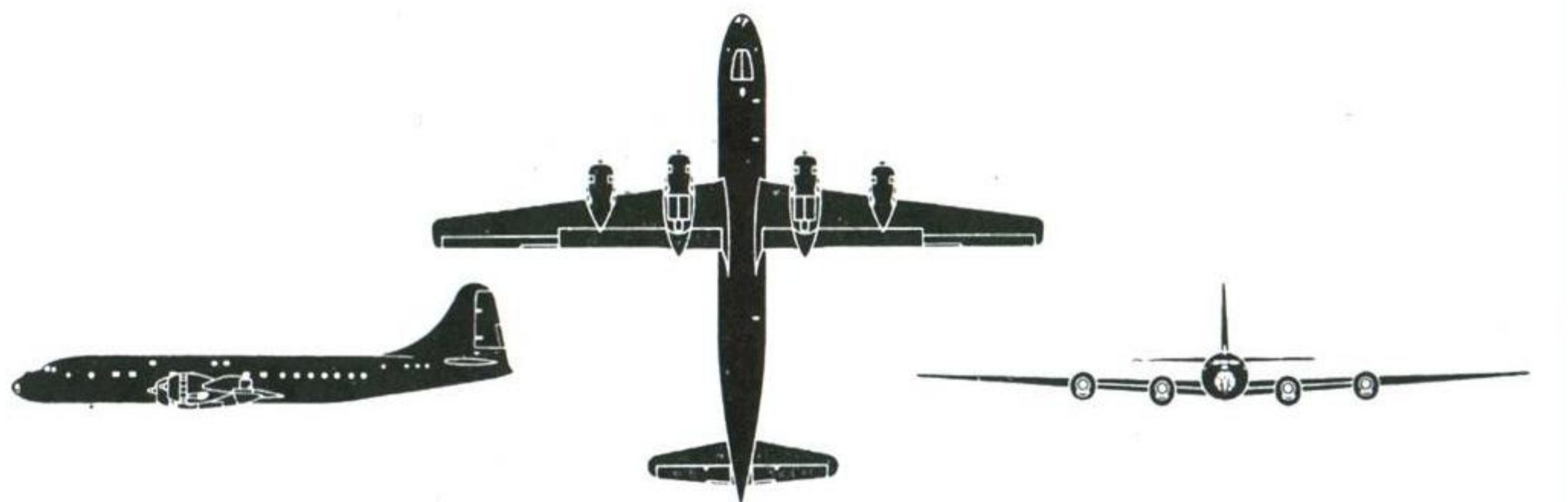
IL-18 (Transport)
 (Four ASH.82 FNV engines)
 Span 110' 0" Length 88' 0"



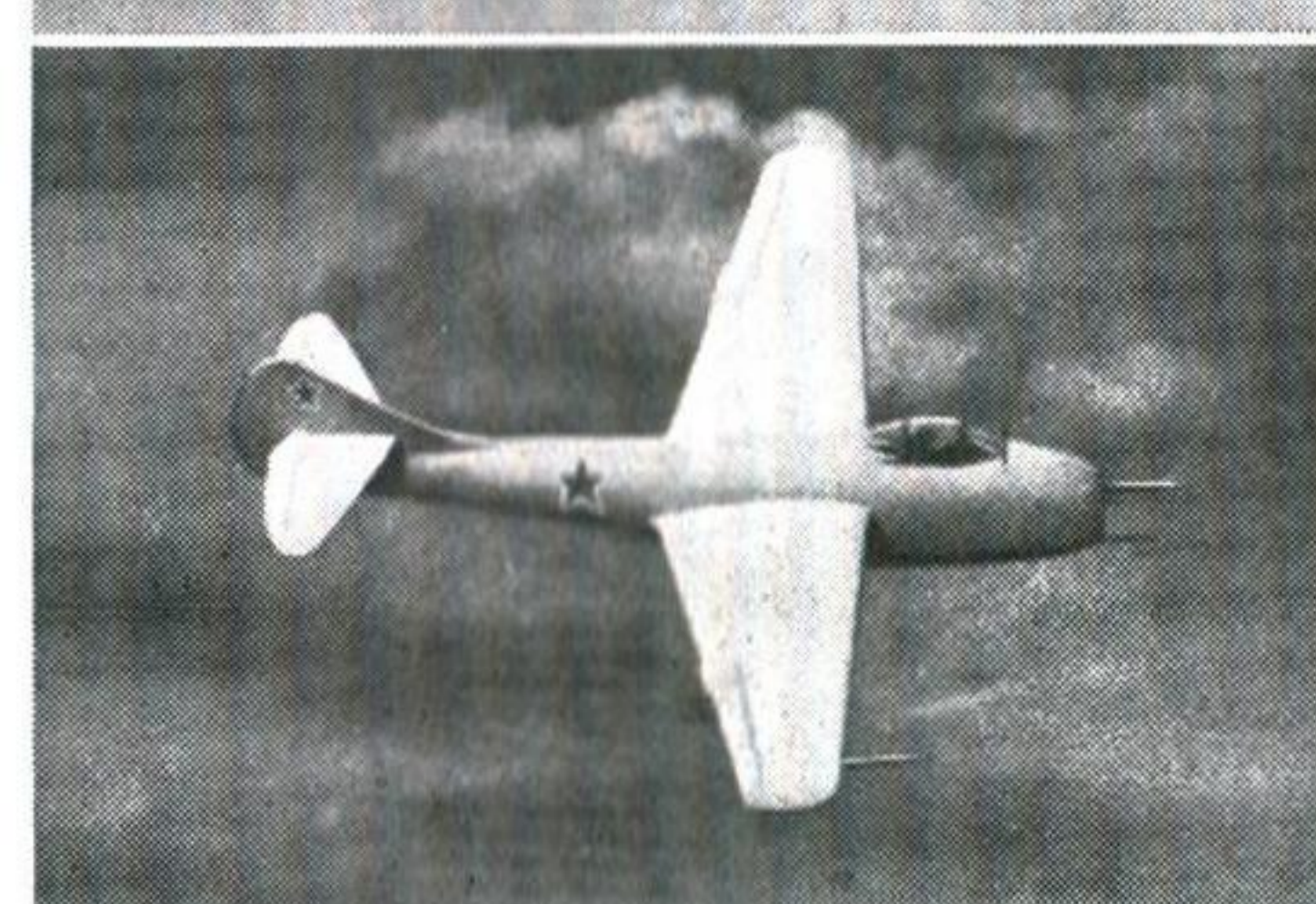
PE-8 (Bomber)
 (Four AM.35A engines)
 Span 131' 3" Length 80' 6"



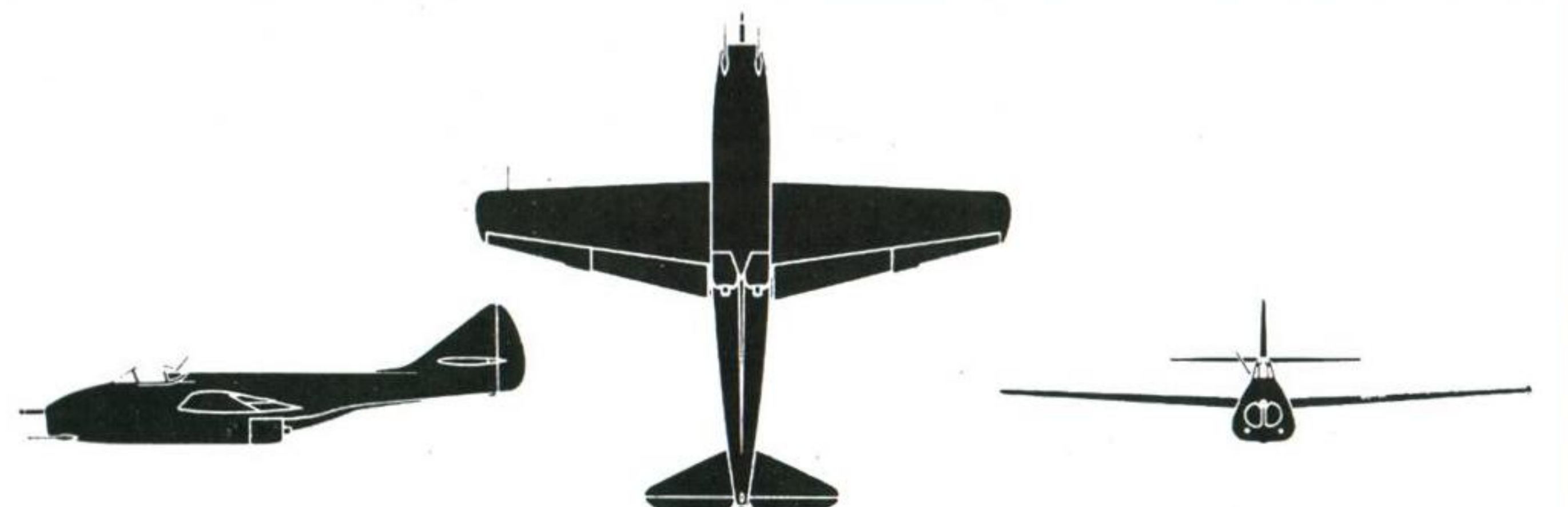
TU-70 (Transport)
 (Four Russian built Wright
 W. Cyclone engines)
 Span 141' 3" Length 119' 0"



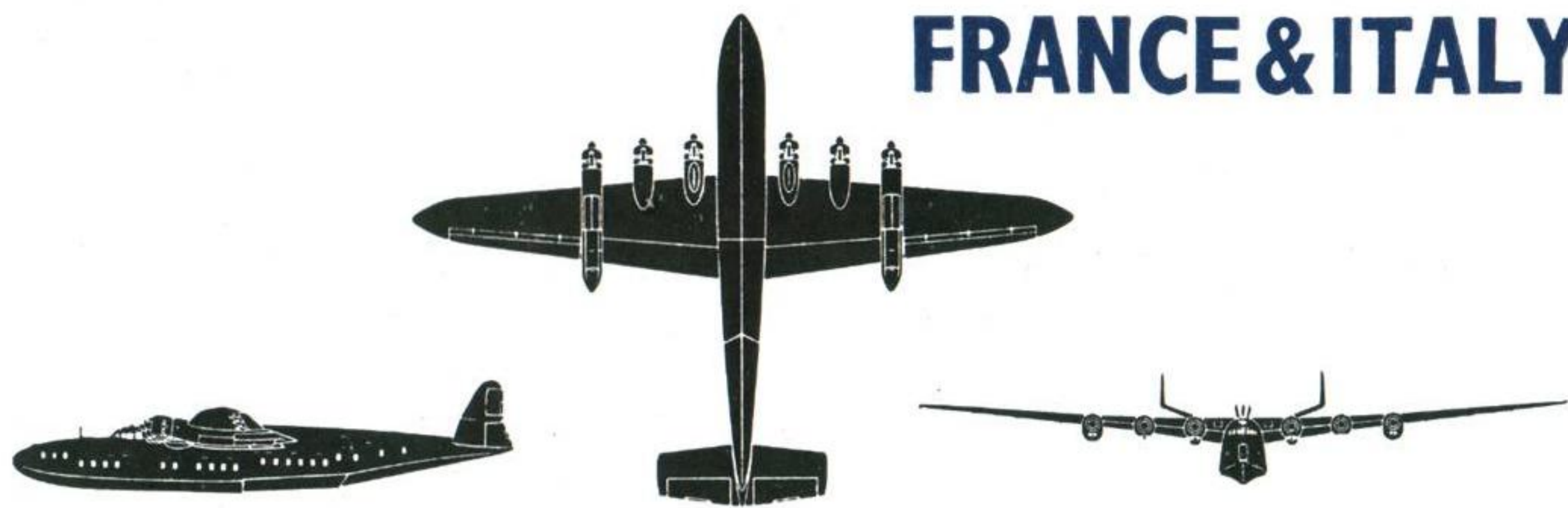
YAK-15 (Fighter)
 (One BMW 003 engine)
 Span 32' 10" Length 29' 0"



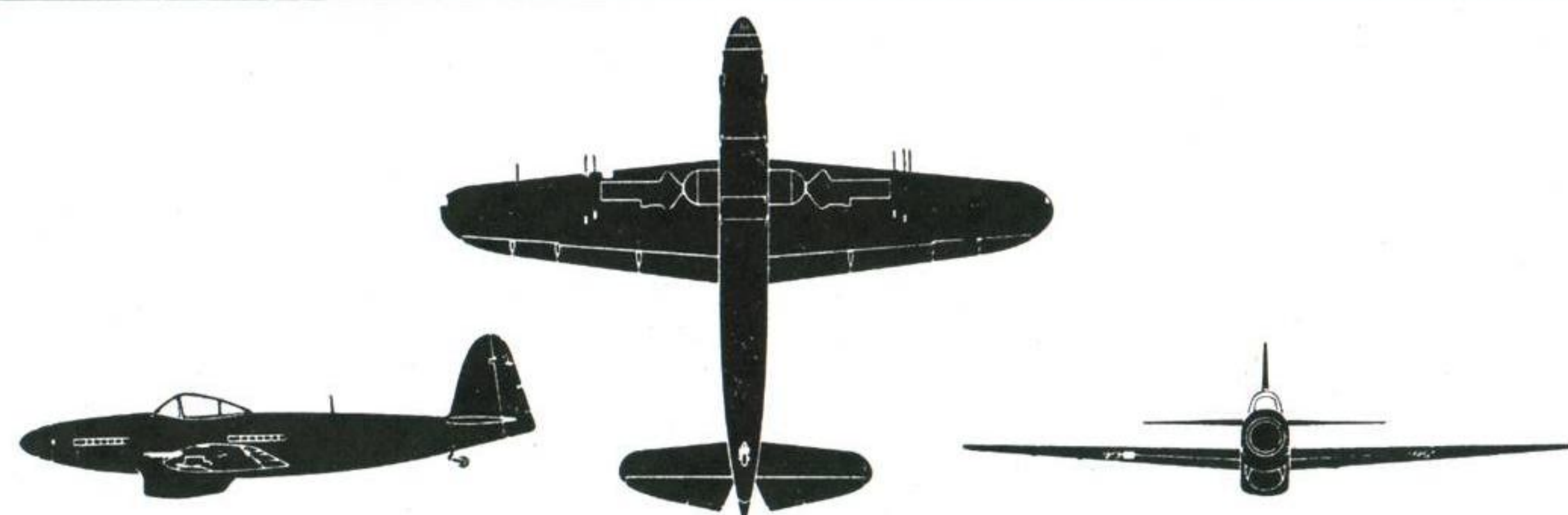
MIG-9 (Fighter)
 Two BMW 003 engines
 Span 40' 6" Length 36' 0"



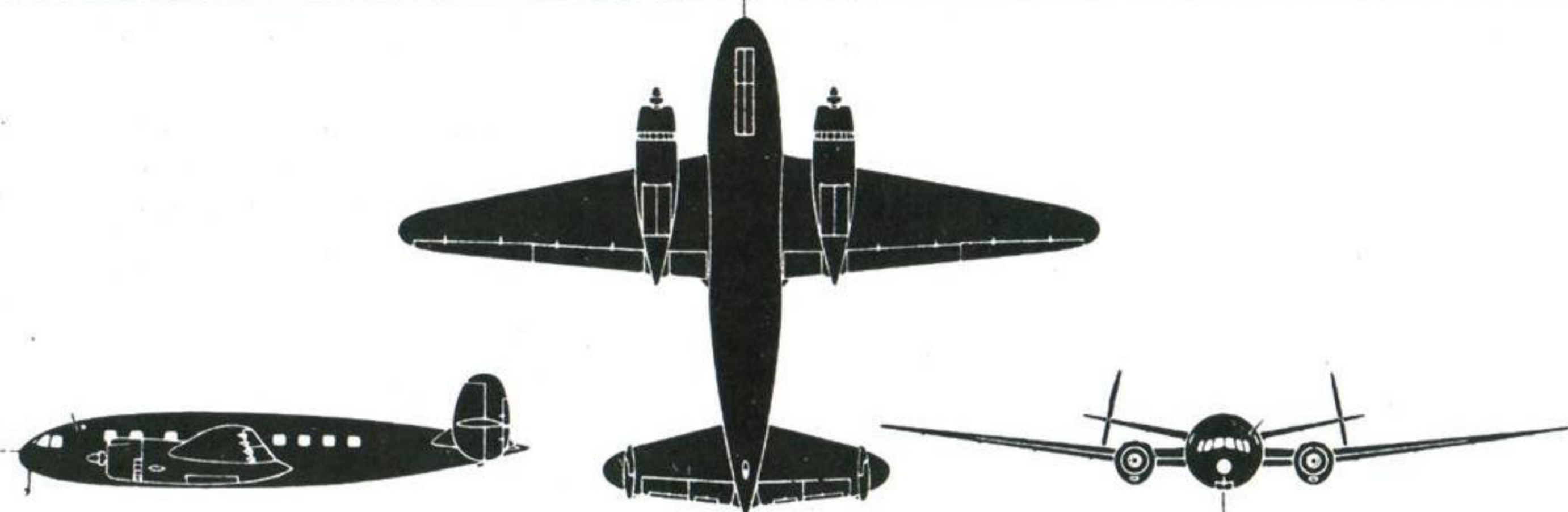
FRANCE & ITALY



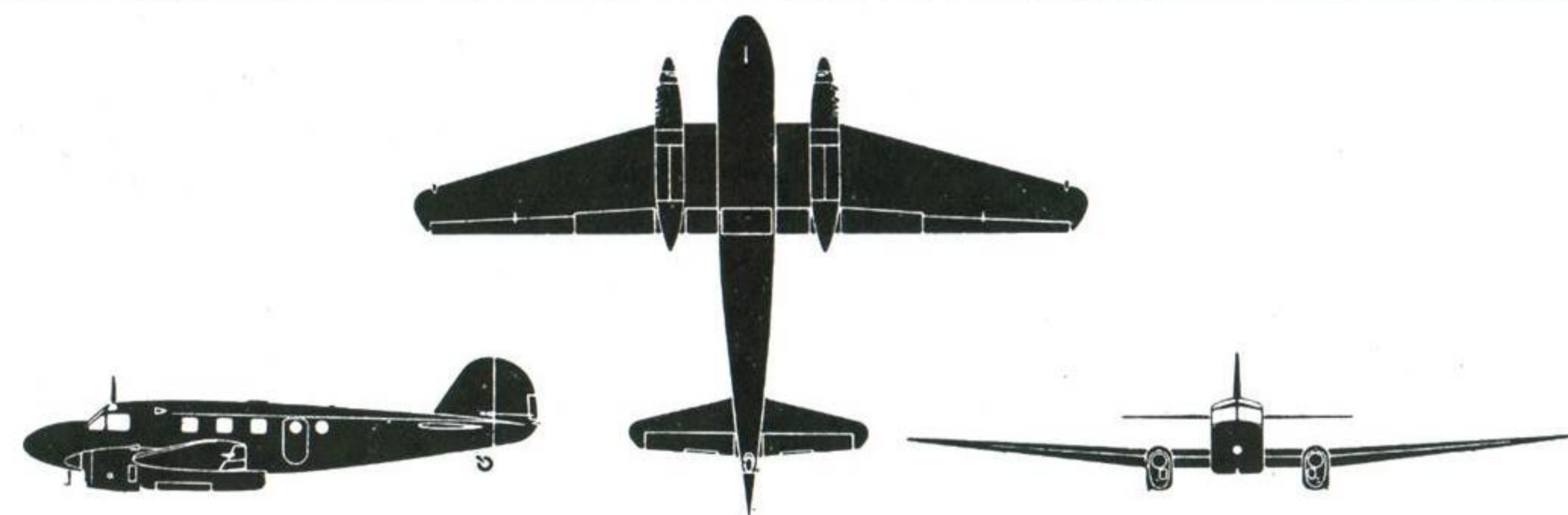
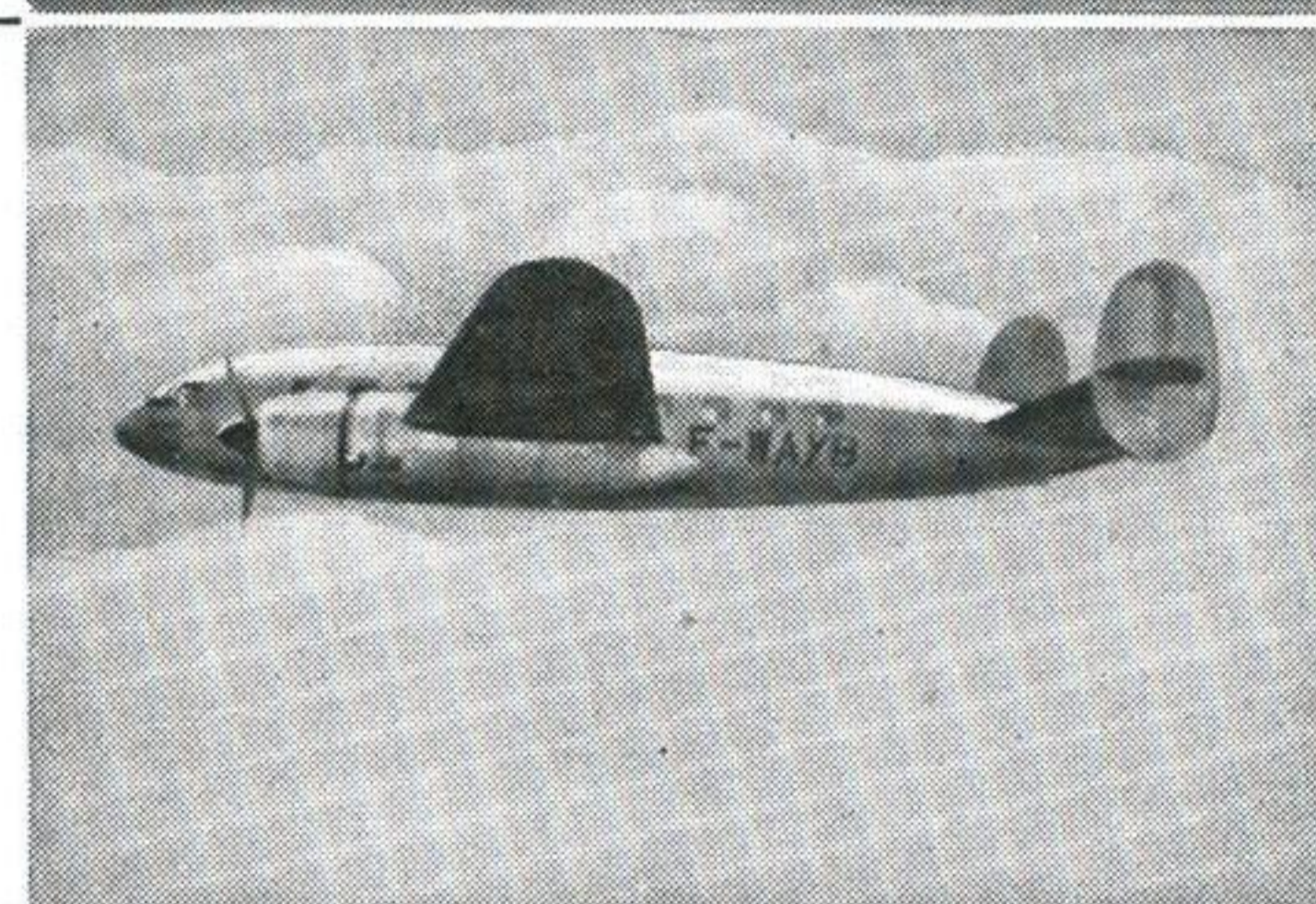
Latécoère
631 (Trans-ocean Transport)
 (Six Wright Cyclone 14 engines)
 Span 188' 4" Length 142' 6"



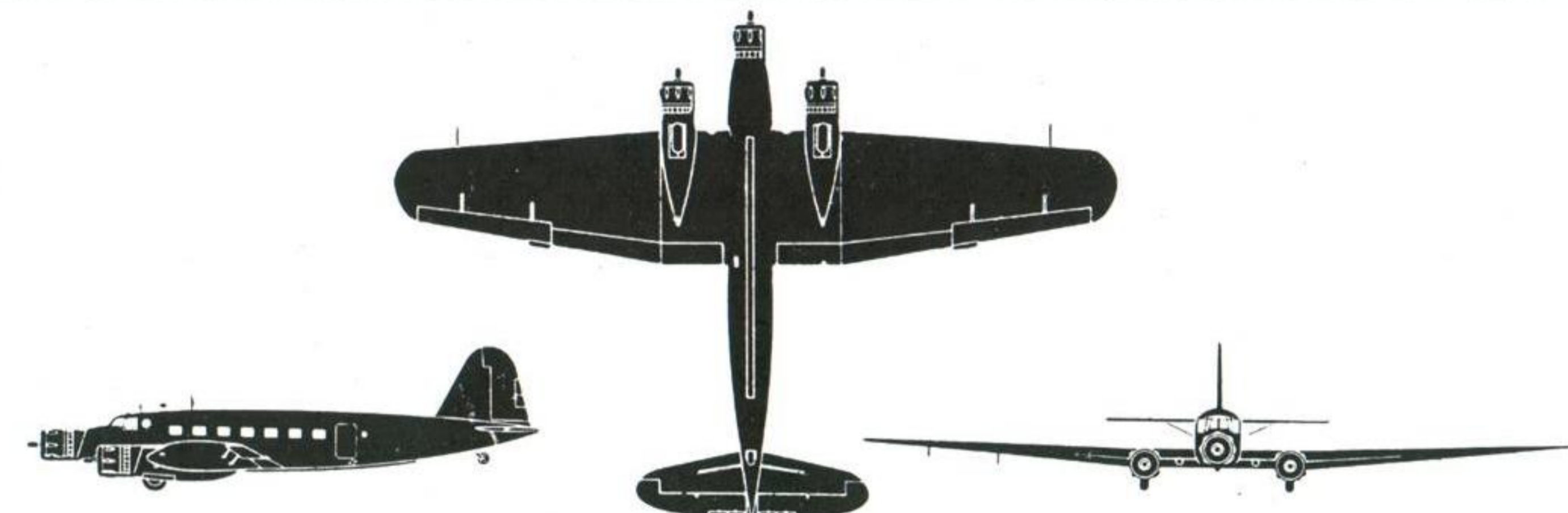
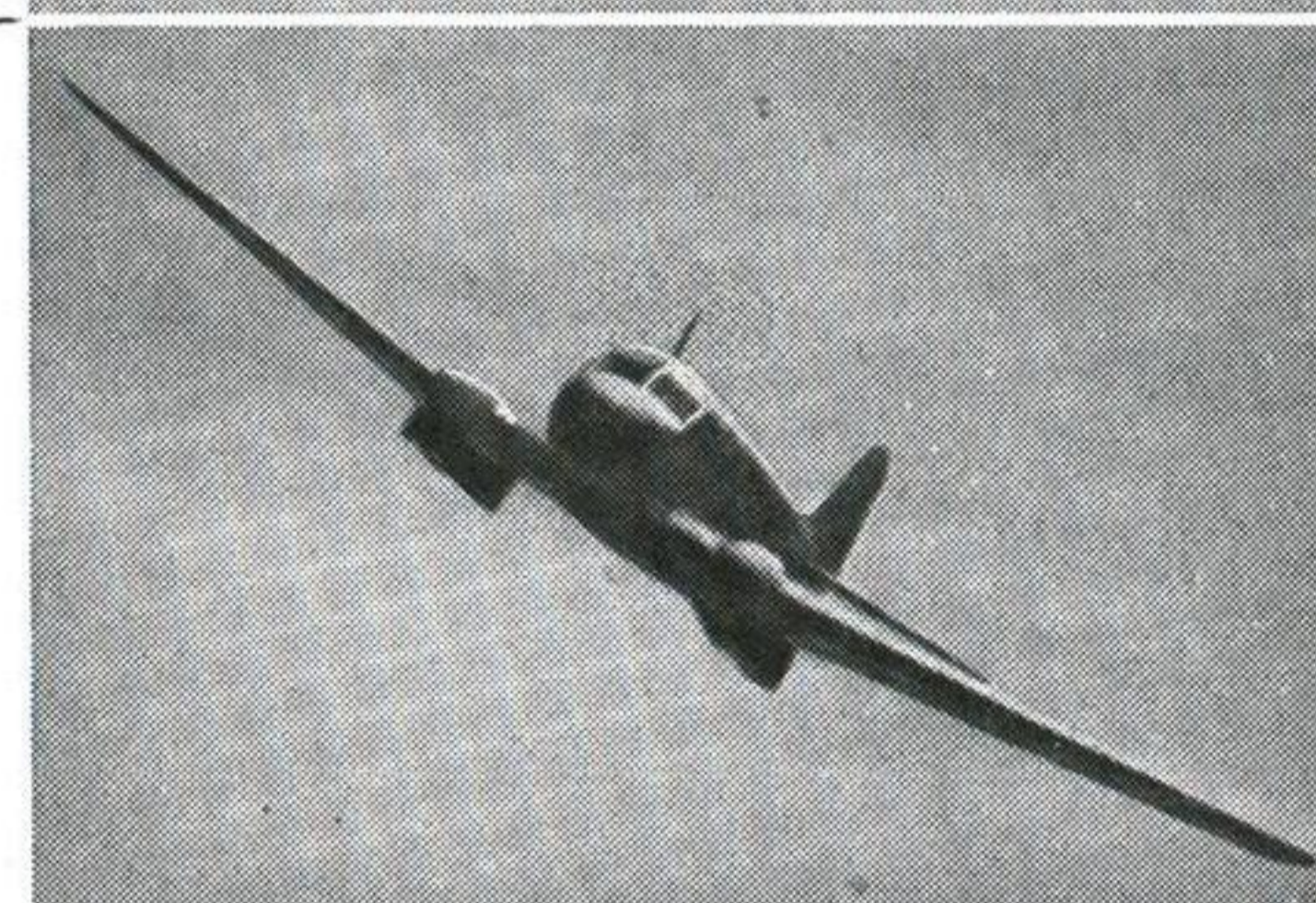
Arsenal
VB.10 (Fighter)
 (Two Hispano Suiza 122 engines)
 Span 50' 9" Length 42' 6"



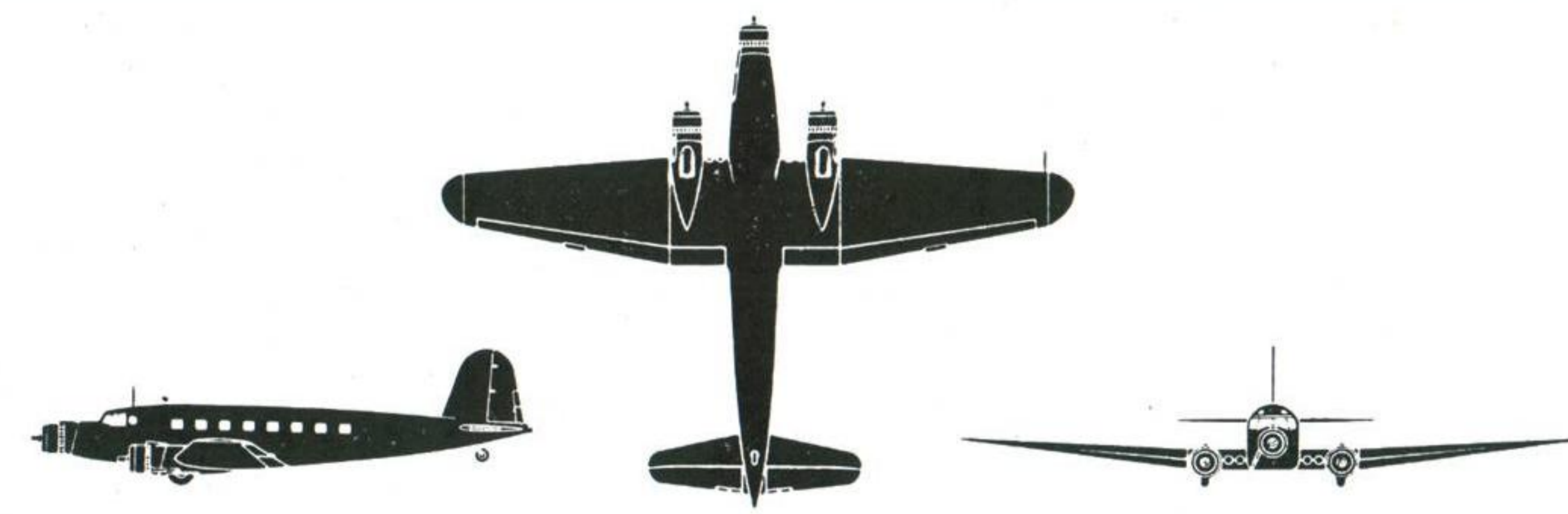
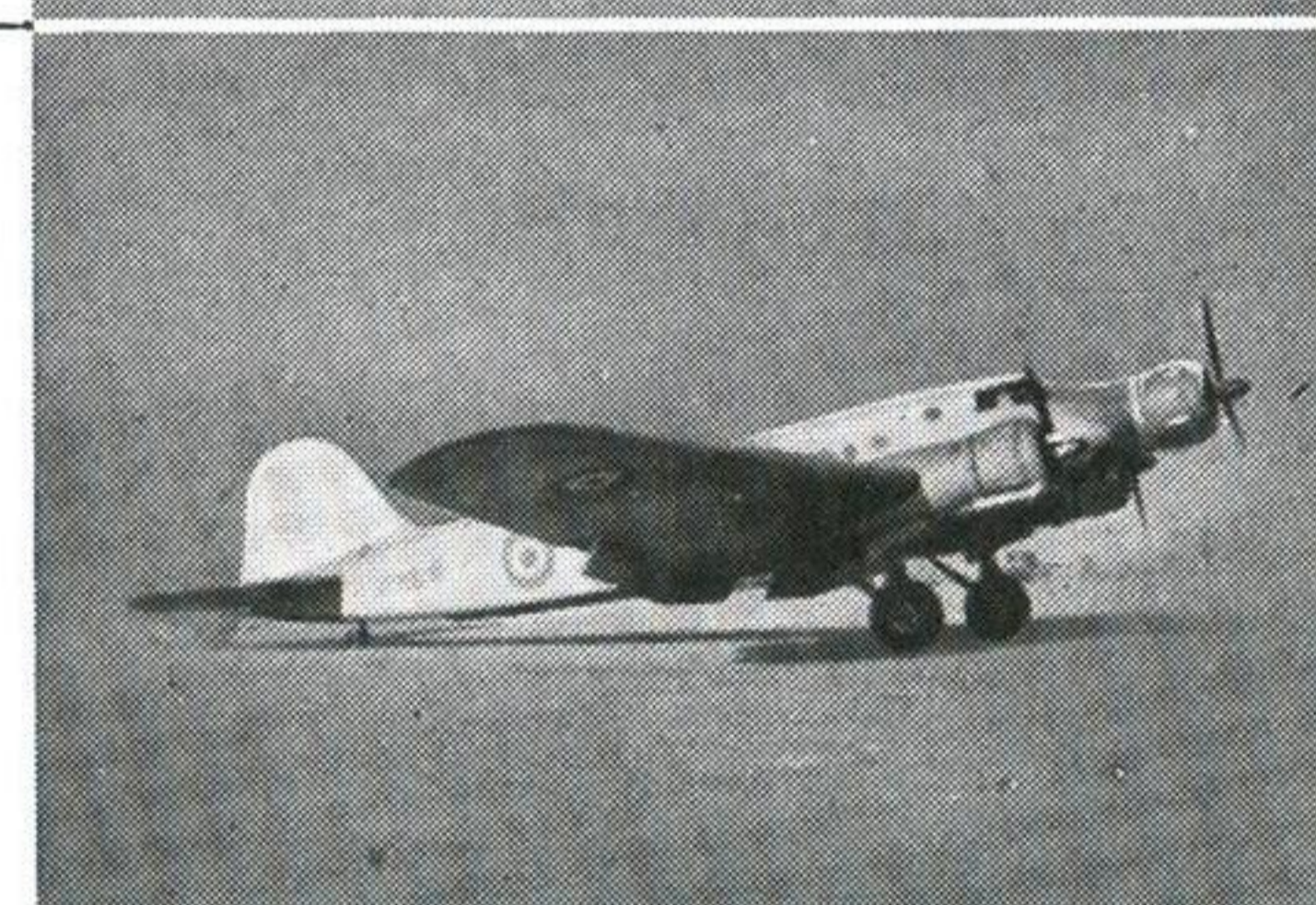
S.N.C.A.S.O.
30R (Transport)
 (Two Gnôme Rhône 14R engines)
 Span 84' 0" Length 62' 2"



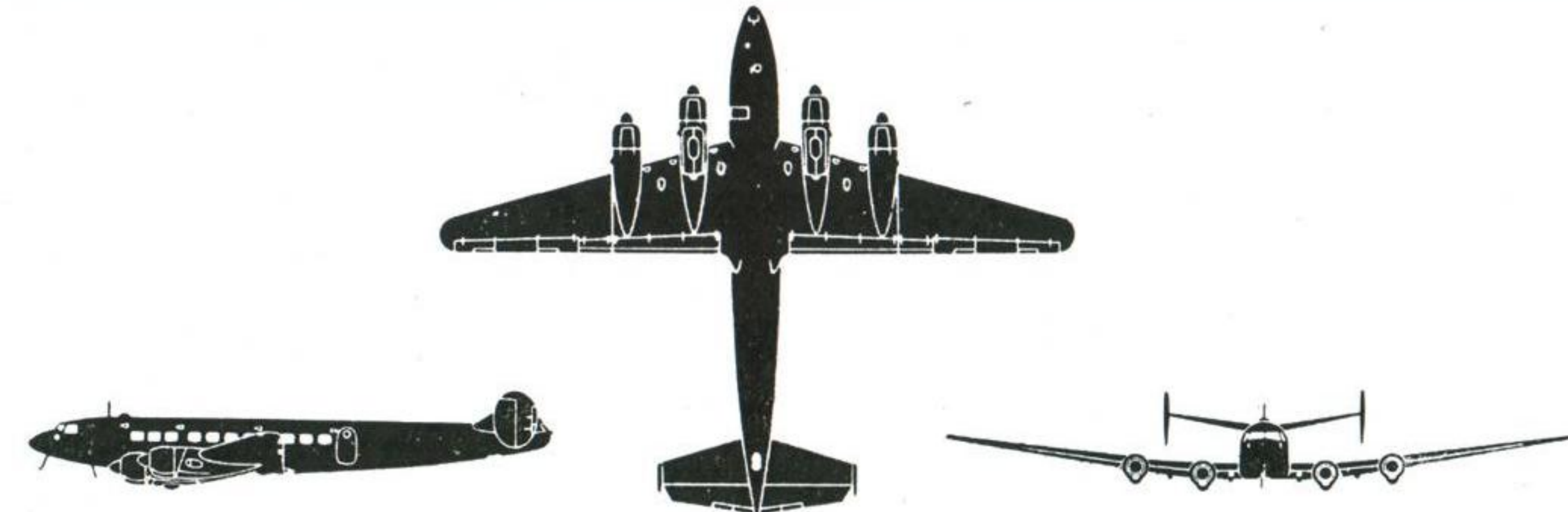
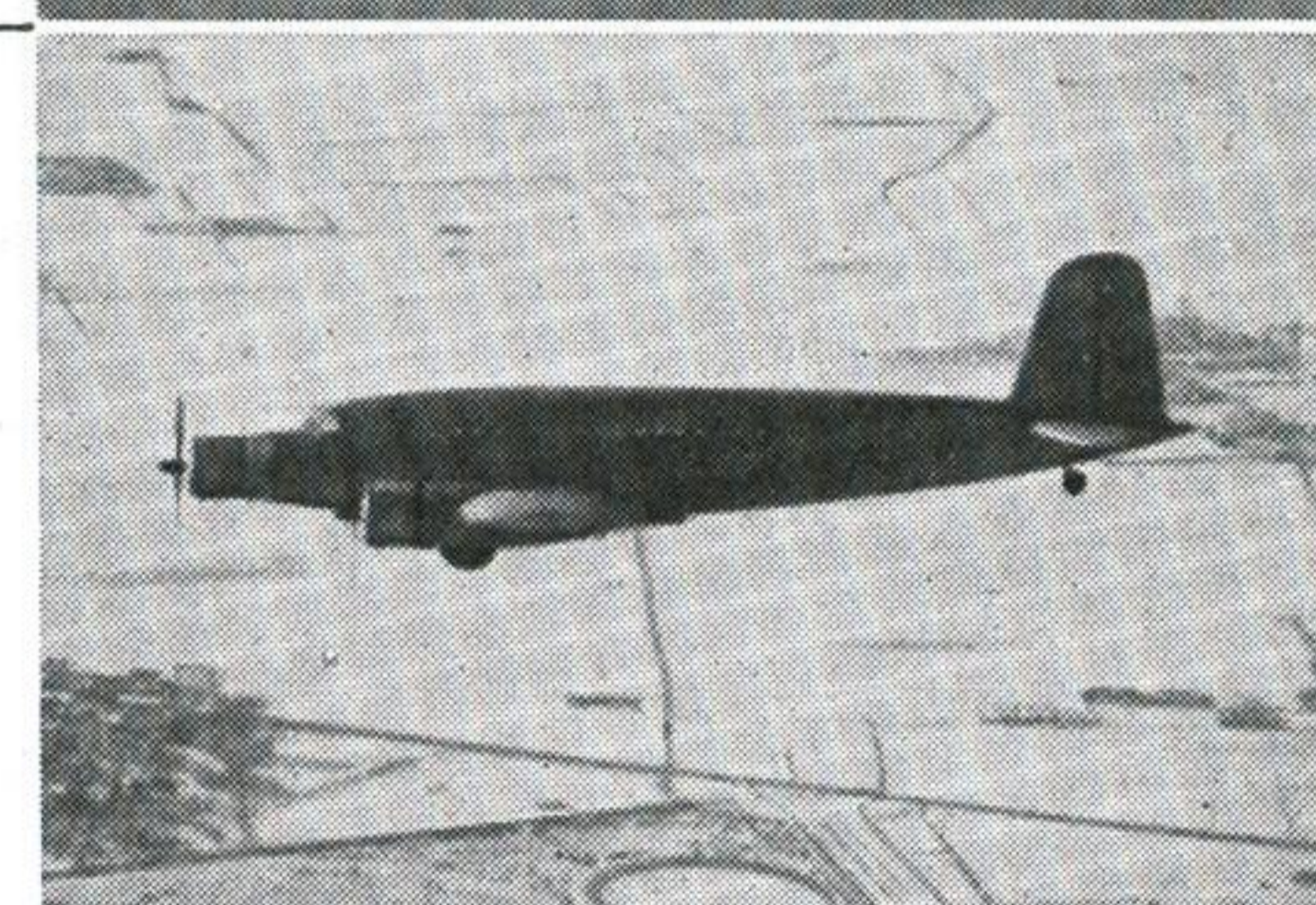
S.N.C.A.N.
(Caudron) GOËLAND
 (Transport)
 (Two Renault 21 engines)
 Span 57' 6" Length 43' 7"



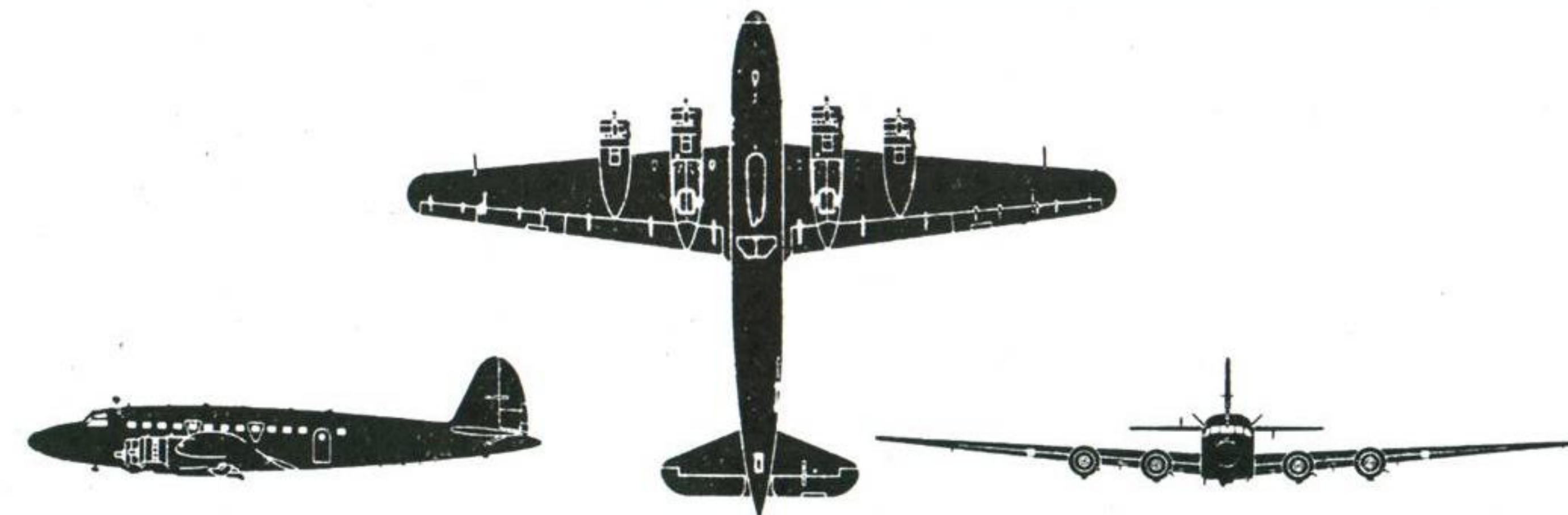
Aeronautica D'Italia
Fiat G.12L (Transport)
 (Three Fiat A.74 RC.14 engines)
 Span 93' 8" Length 67' 9"



Aeronautica D'Italia
Fiat G.212 (Transport)
 (Three P. & W. Twin Wasp or Gnôme Rhône engines)
 Span 96' 4" Length 75' 8"



S.N.C.A.S.E.
LANGUEDOC 161 (Transport)
 (Four P. & W. R.1830 engines)
 Span 96' 6" Length 79' 7"



Savoia Marchetti
S.M. 95
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