

THE INTER



SERVICES

AIRCRAFT RECOGNITION

Journal



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FOR OFFICIAL USE ONLY



A Fighter by Hawker

P.1081



THE INTER SERVICES

AIRCRAFT RECOGNITION JOURNAL

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"For Official Use Only"

WHEN readers complain to the Editor about the *Journal* it is unpleasant but not news. When the Editor complains about the readers that is not only unpleasant news but is also serious, for it is about a serious subject—Security.

Security is a function of Intelligence. Its object is to keep information out of the hands of our friends the potential enemy. It is a thankless job and is often criticized for being too water-tight and at the same time as being full of leaks—depending upon how those who criticize stand to suffer. However, our grouse is not with the security people but with our readers.

The job of weighing up the value of information in order to decide whether the balance of advantage lies in "releasing it" or in "keeping it back" is not an easy one and, fortunately, is not for the Editor alone to decide. But we can say for certain that nothing appearing in the *Recognition Journal* has a security grade, that is to say it is information which is knowable by—though not necessarily known to all and sundry.

This does not mean—and we must emphasize the point—that the *Recognition Journal* is of no value to potential enemies of our Country. It is, very much so. It collects, collates and presents in convenient form information which can aid an enemy not only by the fact of its being in summarized form but upon recognition training matters also. It is obvious that it would be a great convenience to him if our ways of thinking and our ideas on the subject could be used for the benefit of his own forces, which is what some readers may be allowing him to do—albeit in all innocence.

Apart from careless people who have left the odd *Recognition Journal* in trains and buses it seems that

attempts have been made to buy or sell it, and even to advertise that it is available for sale, or that someone would like to buy a copy. To say that it is wrong to do so is to understate the seriousness of the matter.

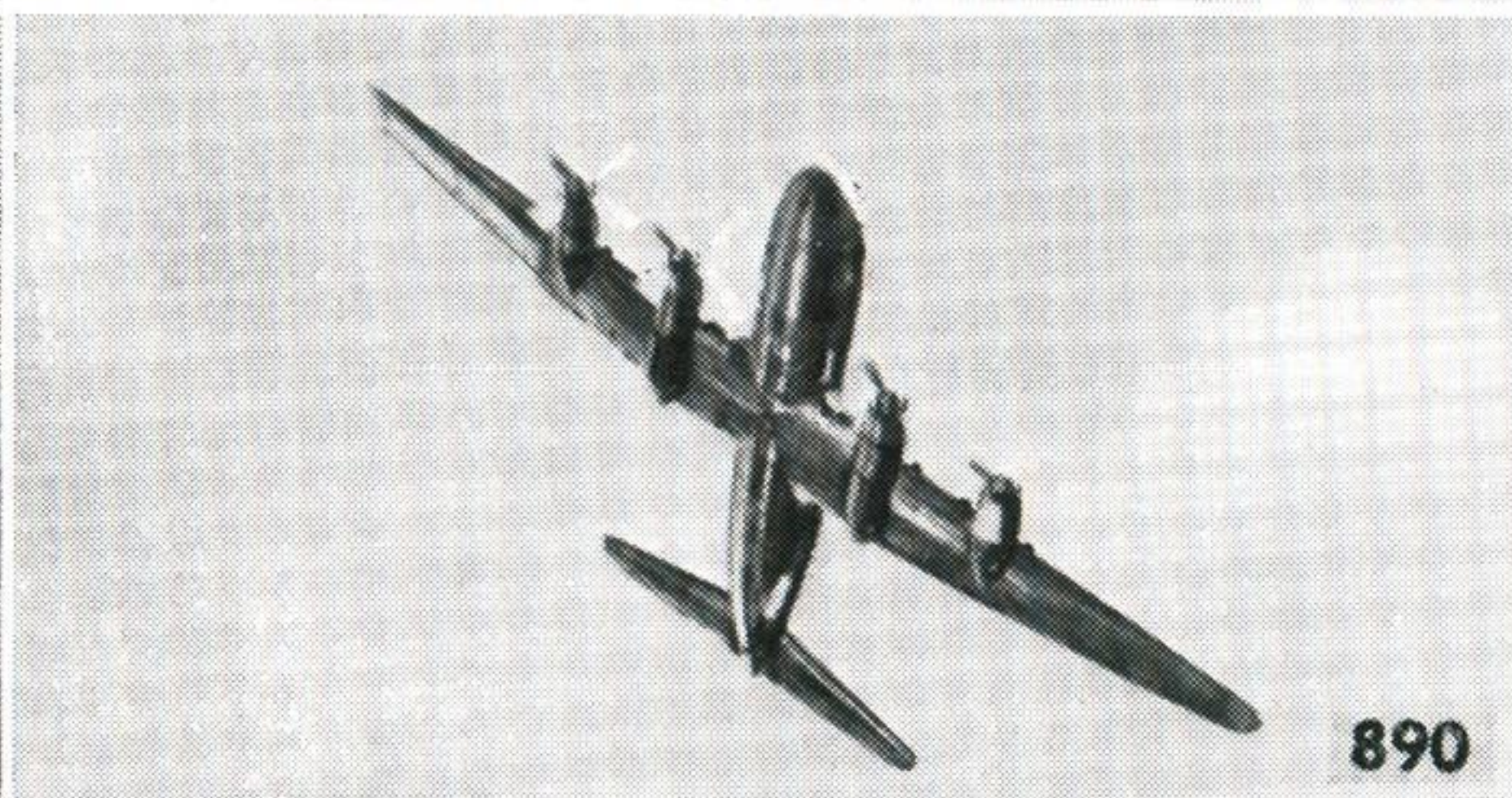
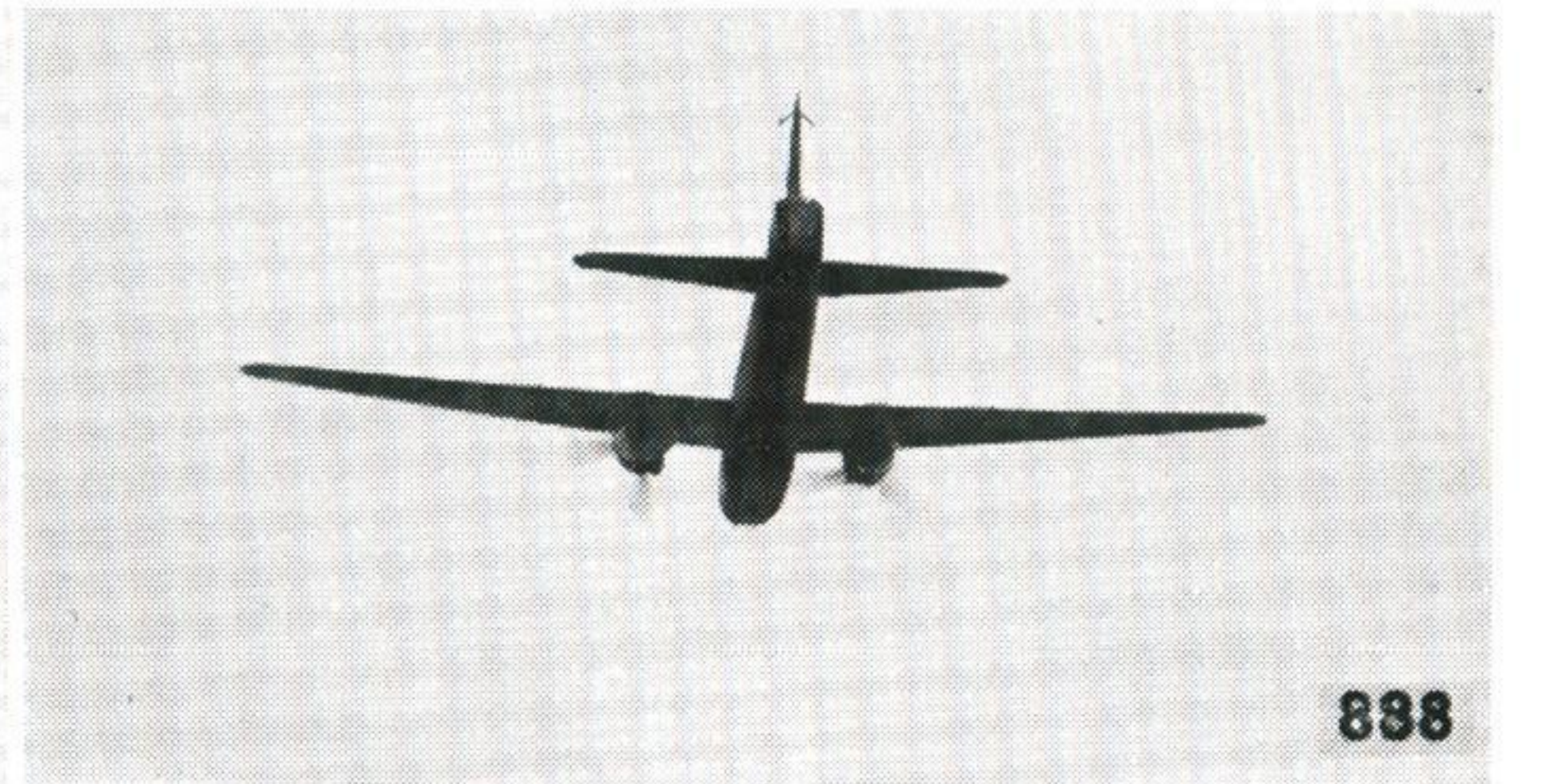
The Security folk say, quite rightly and very firmly, that this sort of thing must cease. The first step, they suggest, is to remind all readers that the *Journal* is "FOR OFFICIAL USE ONLY". So we have imprinted these words upon the front cover (bottom right-hand corner if you have not already seen them). They mean exactly what they say. Everyone who has copies of the *Journal* is therefore responsible for seeing that whilst they should have the widest possible distribution among those officially entitled to see them, they must not be shown to anyone else.

Worse could follow. The Security people say that unless these words have the desired effect they will cause other words to be put upon the cover which can only mean that far fewer people will have a chance to see the *Journal* at all. So, in our personal, as well as our official interests, we must keep our *Journals* under our official hats.

A SIGN OF THE TIMES

This is the last *Inter-Services Aircraft Recognition Journal*. The *Journal* has seen over eight years of almost continuous service in War, uneasy peace and then more War. However, replacing it is a new and enlarged production entitled *The Joint Services Recognition Journal*. The new *Journal* will have wider scope and cater for recognition of ships and armoured fighting vehicles as well as aircraft. We propose to retain all our usual features and characteristics, and our present readers need not fear they will be neglected. We shall merely widen our circle.

ELEMENTARY SPOTTING



The F-84 Thunderjet

THE Republic Thunderjet is a graceful and successful American fighter but an aeroplane with very little outstanding recognition "feel". Its main character is set by its swelled fuselage forward and the "waisted" effect of the after fuselage, accentuated by the ventral and dorsal keels. It is best to go over the machine carefully with the eye.

The wings are slightly tapered—equi-tapered—affairs with some dihedral and slightly rounded tips which are generally betanked. They jut out abruptly from the fuselage in a low mid-wing position, with no fillets to speak of. They have therefore a very "stuck-on" feeling, and make a contrast with the rounded forms of the rest of the aircraft.

The engine gives rise to no features as it sits behind the pilot, has a direct open-nose intake and a simple rear nozzle, all without excrescences.

The fuselage is a graceful form, apart from its chopped-off nose and stern. The full swelled look of the front and mid sections, especially from side views, is highly characteristic and there is an optical heaviness apparent about the nose itself. The swelling gives way aft to a smoothly compressed waist and then to the clean cut open mouth of the jet nozzle. The nozzle projects well aft of the tail plane.

The tail unit itself is a rather undistinguished affair—or rather indistinguishable. The tail-plane is straight-tapered like the wings and the fin and rudder have subtle curves which add up visually to a high sugar-loaf shape with a fairly sharp curved top. The effect of this rather high unit is to make the aft part of the fuselage look a little flimsy in comparison.

The Thunderjet first flew in 1946 and is in operational service with U.S.A.F.

Main facts and figures are :—

Span : 37 ft. 6 ins.

Length : 36 ft. 6 ins.

Engine : One General Electric turbojet.

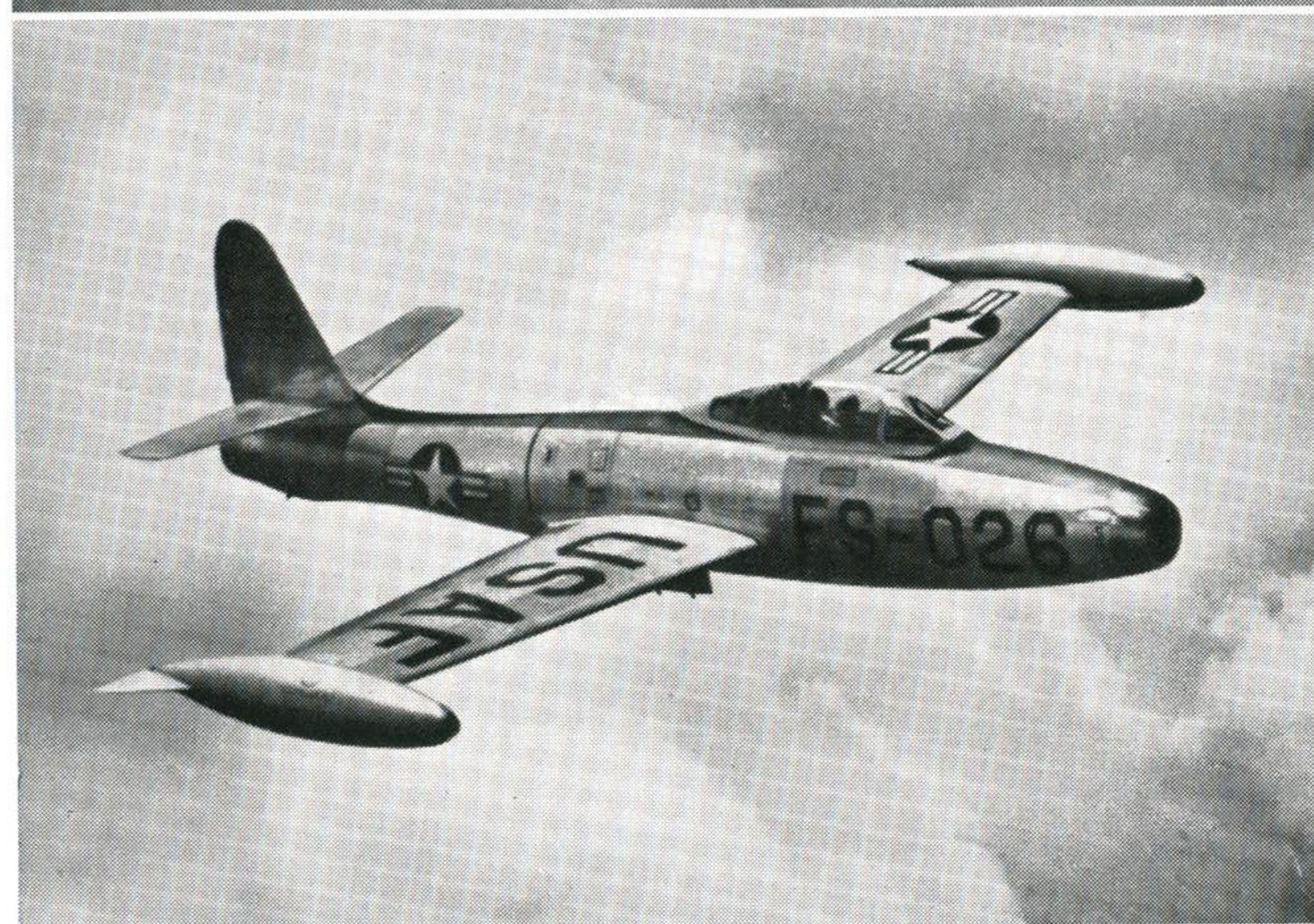
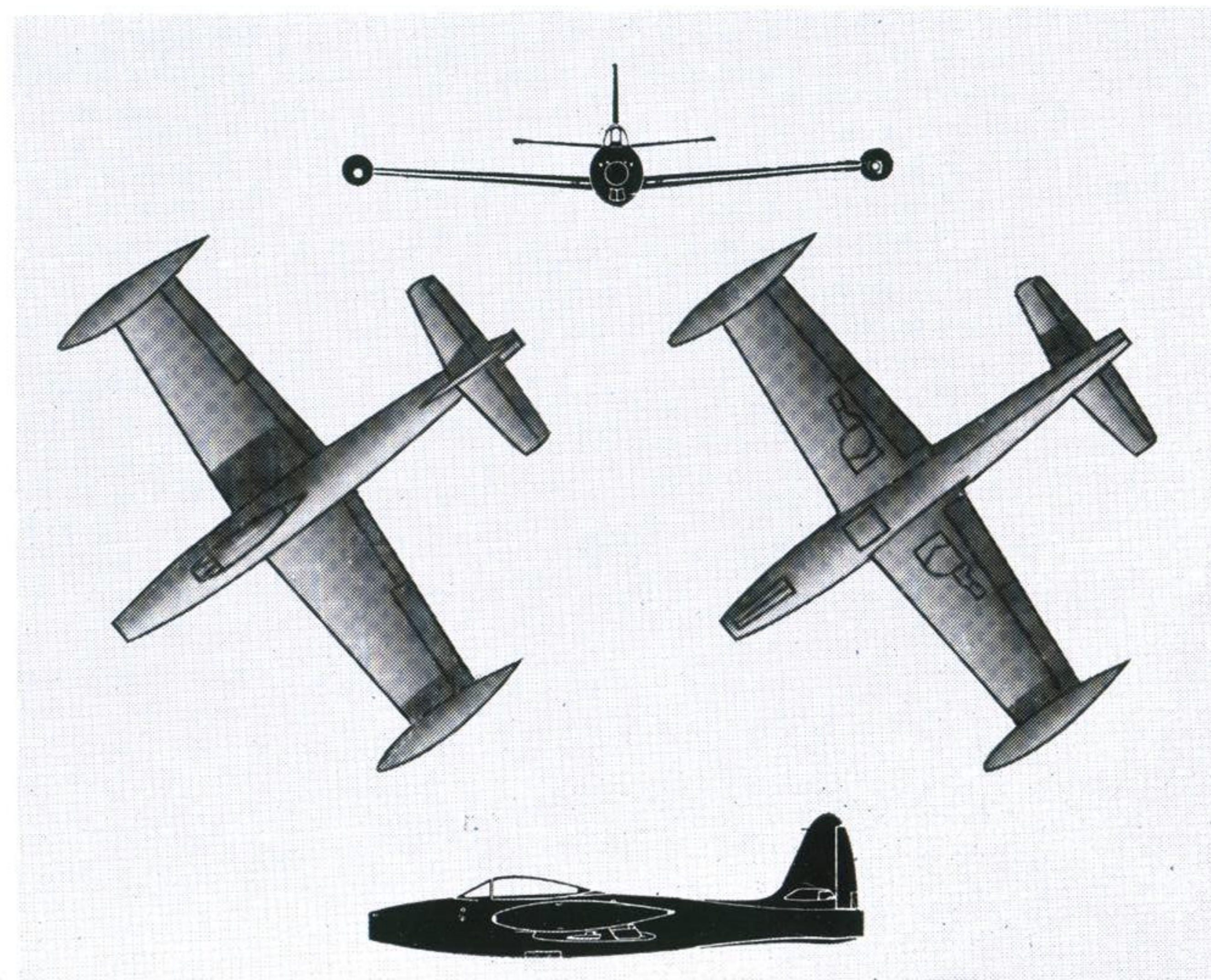
Maker : Republic

Function : Fighter.

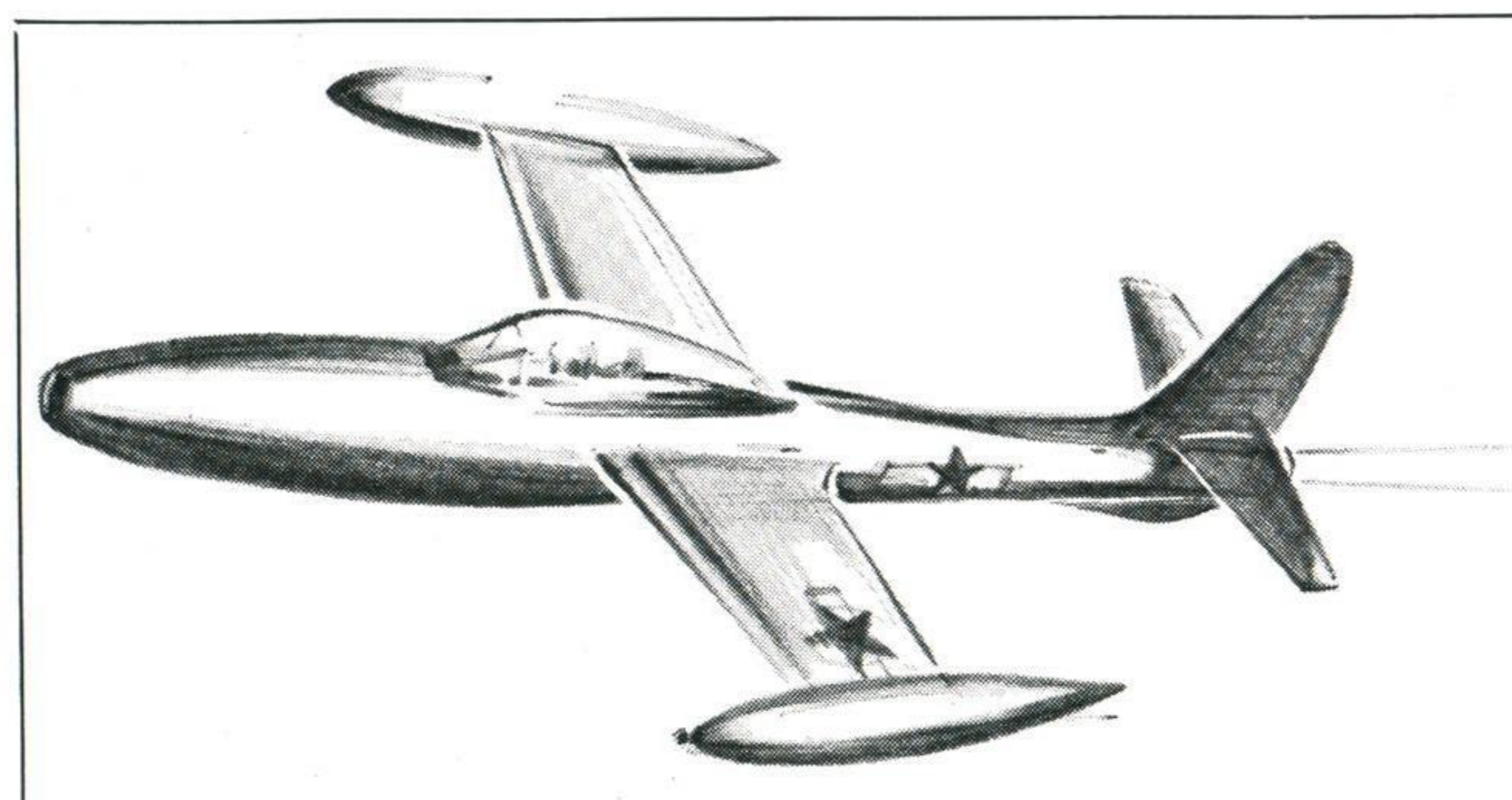
Armament : Six .50 in. machine guns, eight 140 lb. rockets under wings.

Max. Speed : Over 600 m.p.h.

C. H. GIBBS-SMITH



... smoothly compressed waist ...



Some Formations used by the Soviet Tactical Air Forces

It is probable that the tactics which were so successful in the last war are still the same today, although refinements and modifications owing to modern aircraft performances are bound to be made.

IN 1948 the Soviet Chief of the Air Staff, Colonel-General Sudets, stated that "Victory in present-day warfare is achieved by the combined efforts of all types of forces, and therefore the training of Air Force Units is planned so that they can in the first instance provide direct assistance to the land forces in all types of operations." He went on to say that "attention should be focused on the *mass* employment of the Air Forces particularly with regard to their co-operation with ground and Naval forces." This shows the importance the Russian High Command attaches to the Tactical Air Forces.

Before they launched a major land offensive during the last War, it was the Russian habit to concentrate Air Armies in sufficient time to allow a build up of serviceability, ammunition and stores. During this period air operations were curtailed and this often disclosed the Russian intention.

The principal tasks for ground attack forces were as follows :—

1. In offensive operations

- (a) Attacks against the main enemy defence lines.
- (b) Attacks on the enemy's forward areas.
- (c) Co-operation with the ground forces.
- (d) Reconnaissance.
- (e) Attacks on enemy airfields.

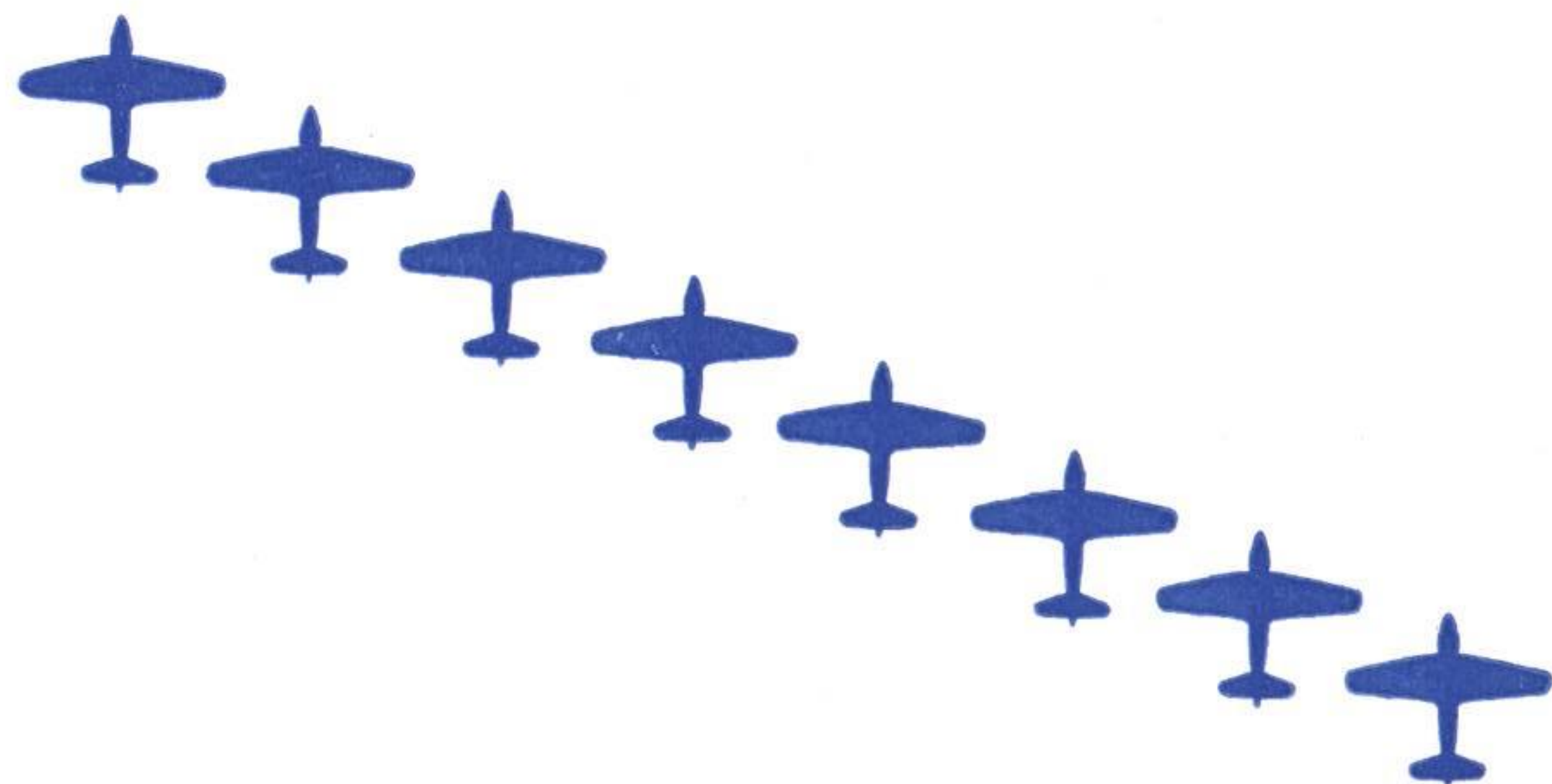


Fig. 1. Echelon formation

2. In defensive operations

- (a) Exerting continuous pressure on the enemy's main supply lines.
- (b) Attacks on the enemy's forward areas.
- (c) Reconnaissance.
- (d) Free-lance patrols against ground targets.
- (e) Attacks on airfields.

The tactical unit consisted of two Paras of two aircraft each, but in practice it was usually only one. The ground attack units adhered chiefly to two kinds of formation—the echelon (Fig. 1) to port or starboard and the blunt

arrowhead (Fig. 2) formation, each of which might contain from 4 to 12 aircraft. The formations adopted were remarkably elastic and permitted a full range of types of attack without loss of time for regrouping. Echelon formation required little manoeuvring to become line abreast, line astern or battle-circle (Fig. 3). The blunt arrowhead was not quite so elastic, and was therefore used less frequently. In attacks on area targets, such as definite sectors of the front line, airfields, etc., the frontal run-up (aircraft in line abreast)

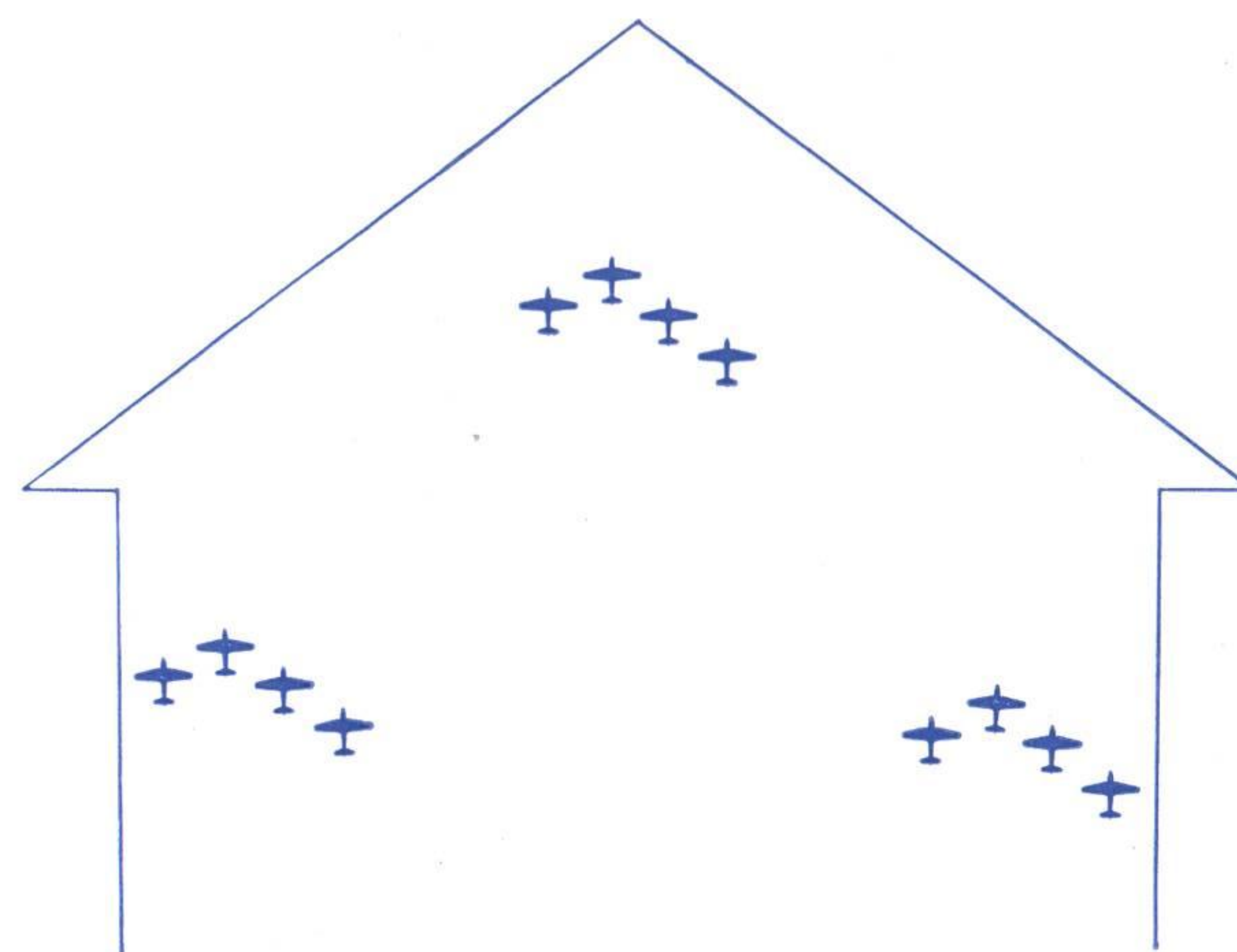


Fig. 2. Blunt arrowhead formation

was used, with the formations attacking in line abreast or in column at very short intervals. In addition, the battle circle formed by frontally disposed formations, was used when several attacks were made on one target. In attacks on line targets (stretches of roads and railway lines, etc.), the aircraft usually attacked in line astern with practically no interval. The latter method, was also used for attacking pin-point targets.

The strength of the formations and their intervals depended upon the nature of the sortie, weather conditions, targets, expected enemy reaction, etc., and varied from 4 to 36 aircraft. During continuous attacks by the ground forces on the main defence line, simultaneous attacks were made by three or more formations of 30 to 36 aircraft, attacking at 10 to 15 minute intervals. Steady pressure on the main defence line was supported by small formations of four to six aircraft concurrent with mass attacks at break-through points. In defensive operations, steady pressure was maintained by formations of four to 18 aircraft, attacking at frequent intervals. Attacks on the enemy's forward area were carried out mostly by small formations of 4 to 12 aircraft, usually striking beyond their own artillery zones. Enemy airfields were attacked by formations of 18 to 36 aircraft, sometimes followed by other similar waves.

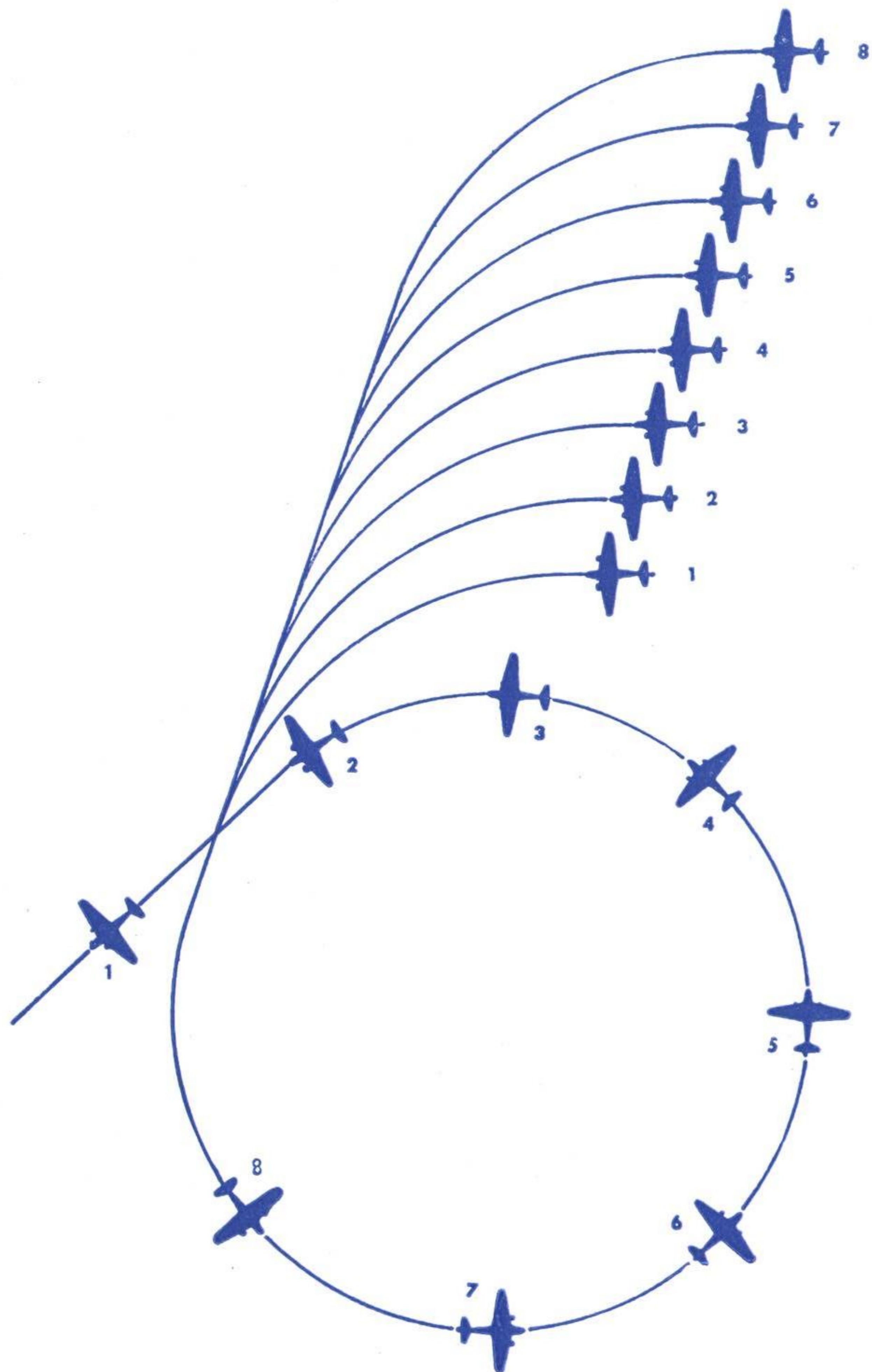


Fig. 3. The Battle Circle

After attacking their targets, there was a tendency for ground attack aircraft to straggle, and this made re-forming difficult, and resulted in a strung-out formation that was especially vulnerable to both air and ground attack. To counter this difficulty, and to aid in re-forming, one of three measures was adopted :—

- (a) If there were no enemy fighters present, the first aircraft over the target reduced speed upon turning away, while those following increased speed maintaining direction and climbing.

- (b) If enemy fighter attacks were expected, the “snake” formation (Fig. 4) was resorted to whereby the leading aircraft maintained speed but flew a zig-zag course at tree-top level to enable the trailing aircraft to catch up.
- (c) On being attacked by fighters, the trailing aircraft endeavoured to pair off and employ the “scissors” formation (Fig. 5) remaining close to the ground. If unable to pair off, each aircraft took violent evasive action, lost altitude, and attempted to overtake the formation. After clearing A.A. defence areas and reassembling, the formation resumed its echelon or blunt arrow-head formation for the return flight.

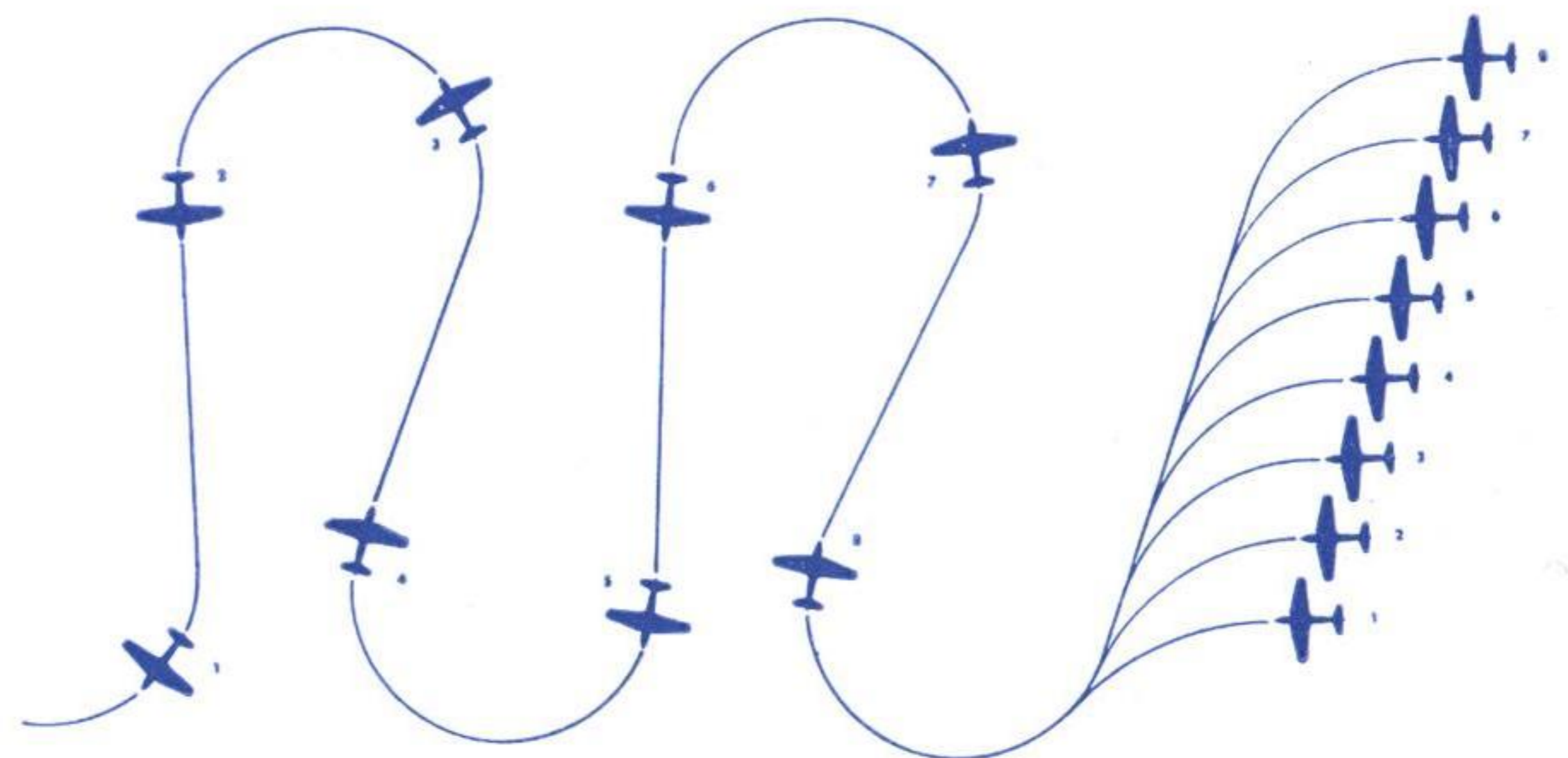


Fig. 4. The Snake

Evasion of enemy fire was accomplished primarily by variations of altitude and direction, and by exploitation of cloud-cover, haze and sun. Evasive action taken during several phases of the operation is outlined below :—

- (a) When entering zone of fire—increased the distance between individual aircraft and also between sub-formations in conjunction with vertical and horizontal manœuvring by individual aircraft or by the whole formation. Side-slipping and changing speed.
- (b) On the run-up to target—vertical and horizontal manœuvring of the formation.
- (c) When attacking the target (in case of several attacks being made)—changing the flying height of the formation so as to prevent the enemy from finding range. As the ground attack aircraft pulled away from the target the pilot endeavoured to fly the aircraft in such a way as to enable the air gunner to open fire at suitable targets.

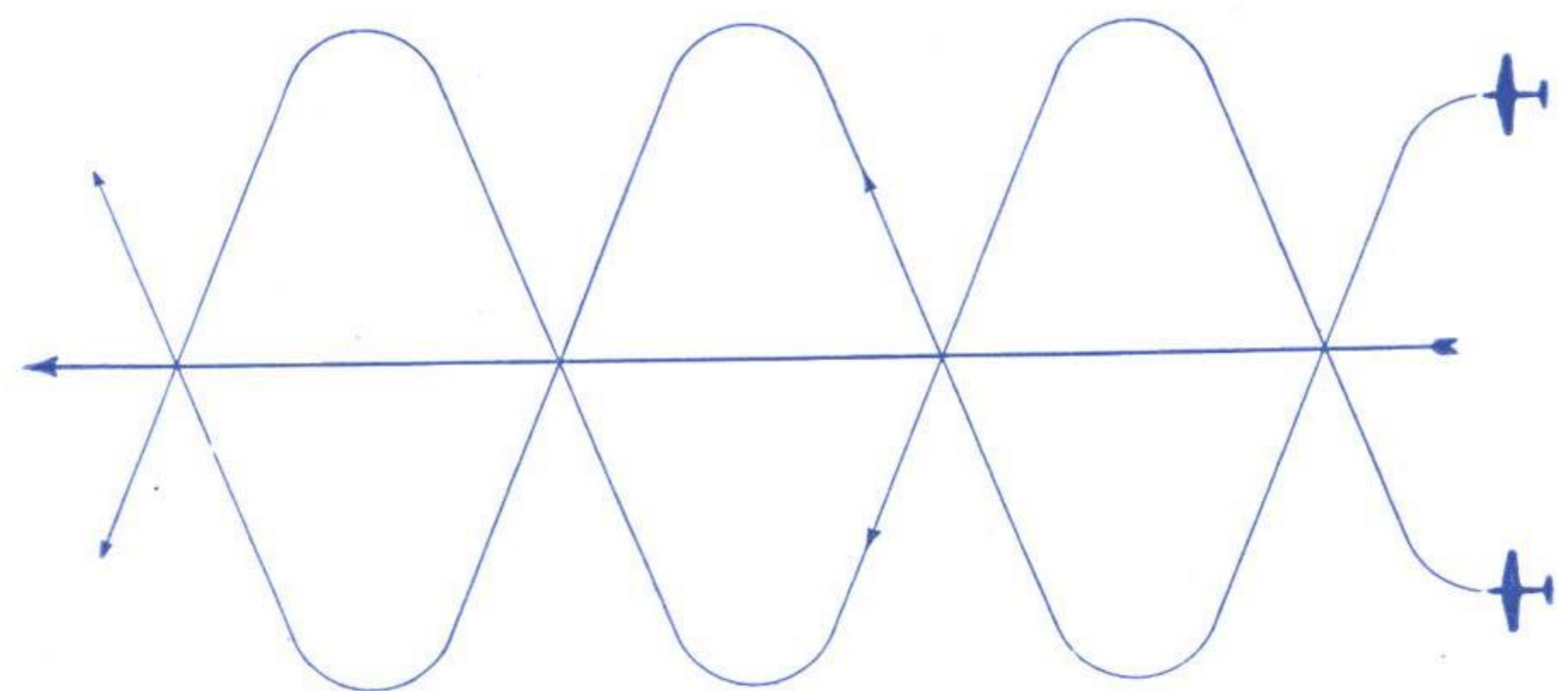
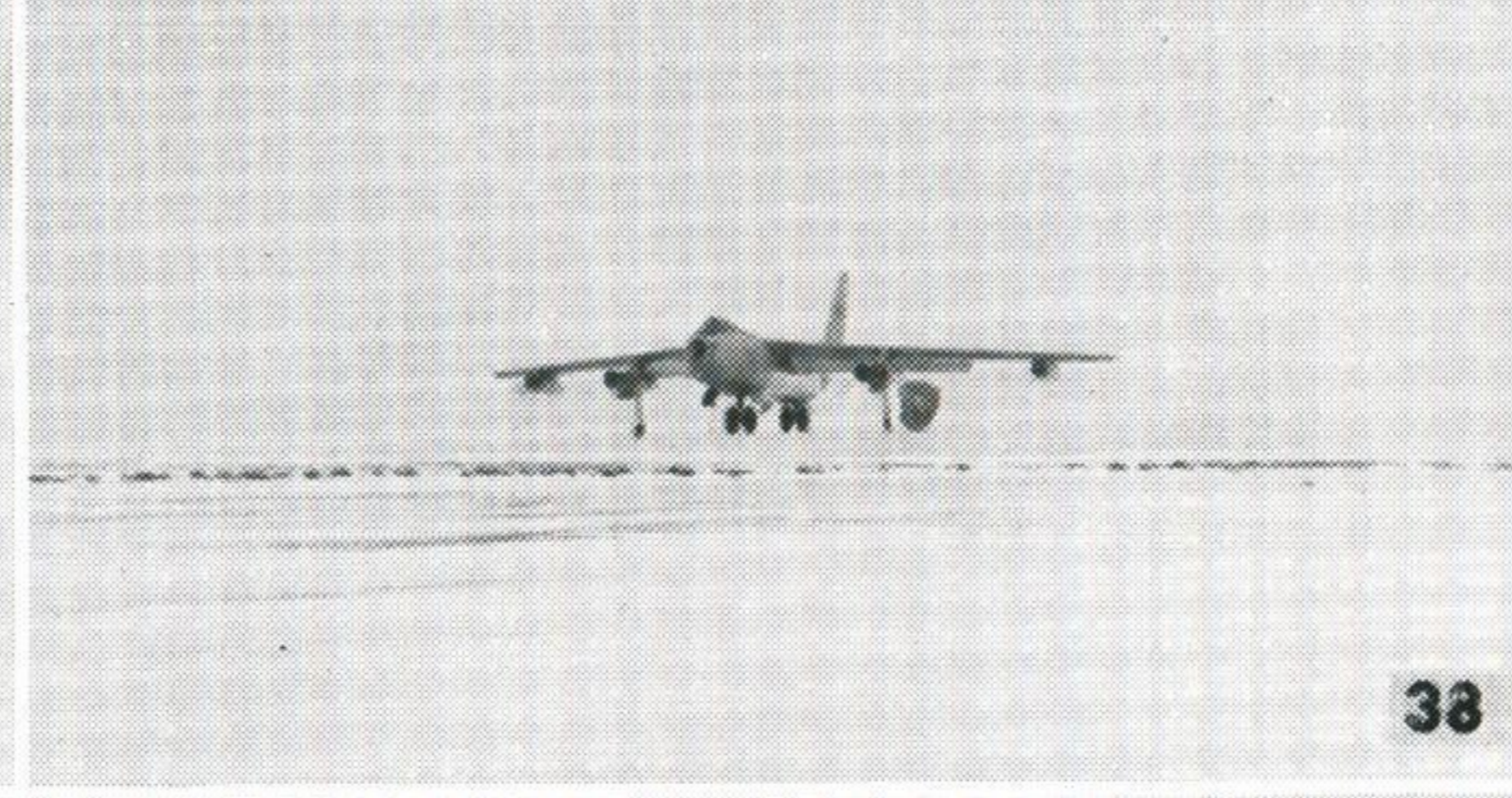
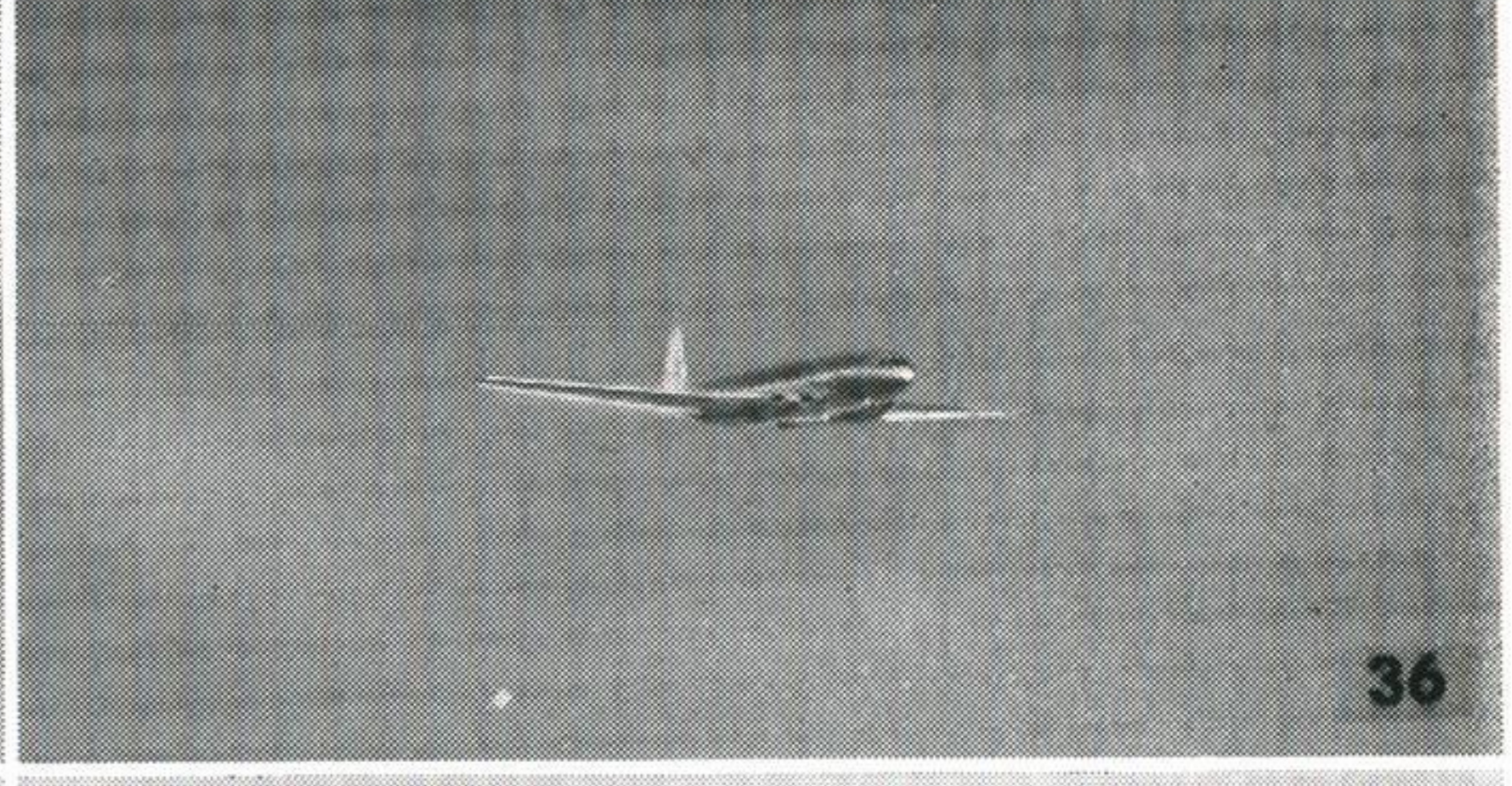
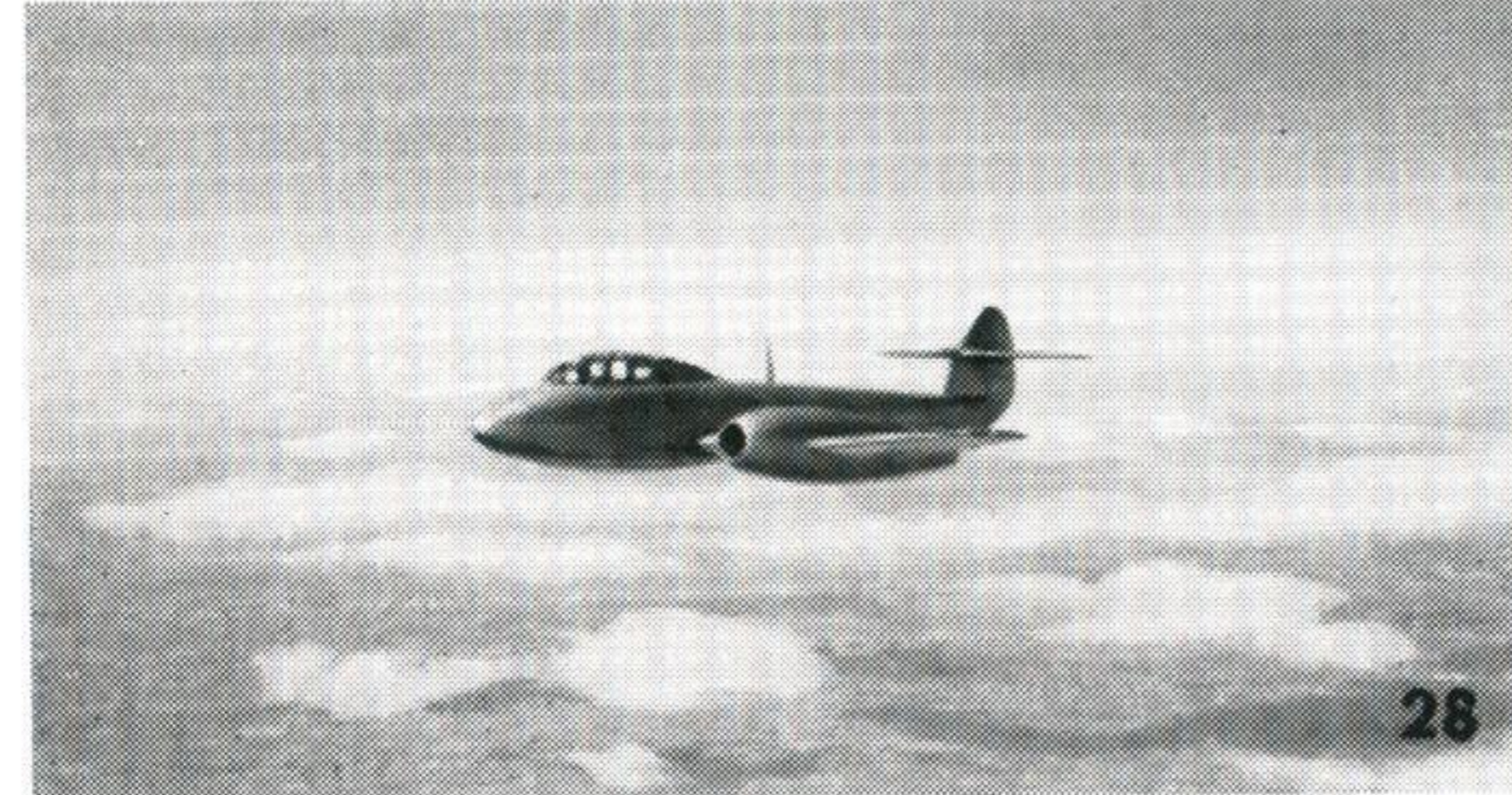
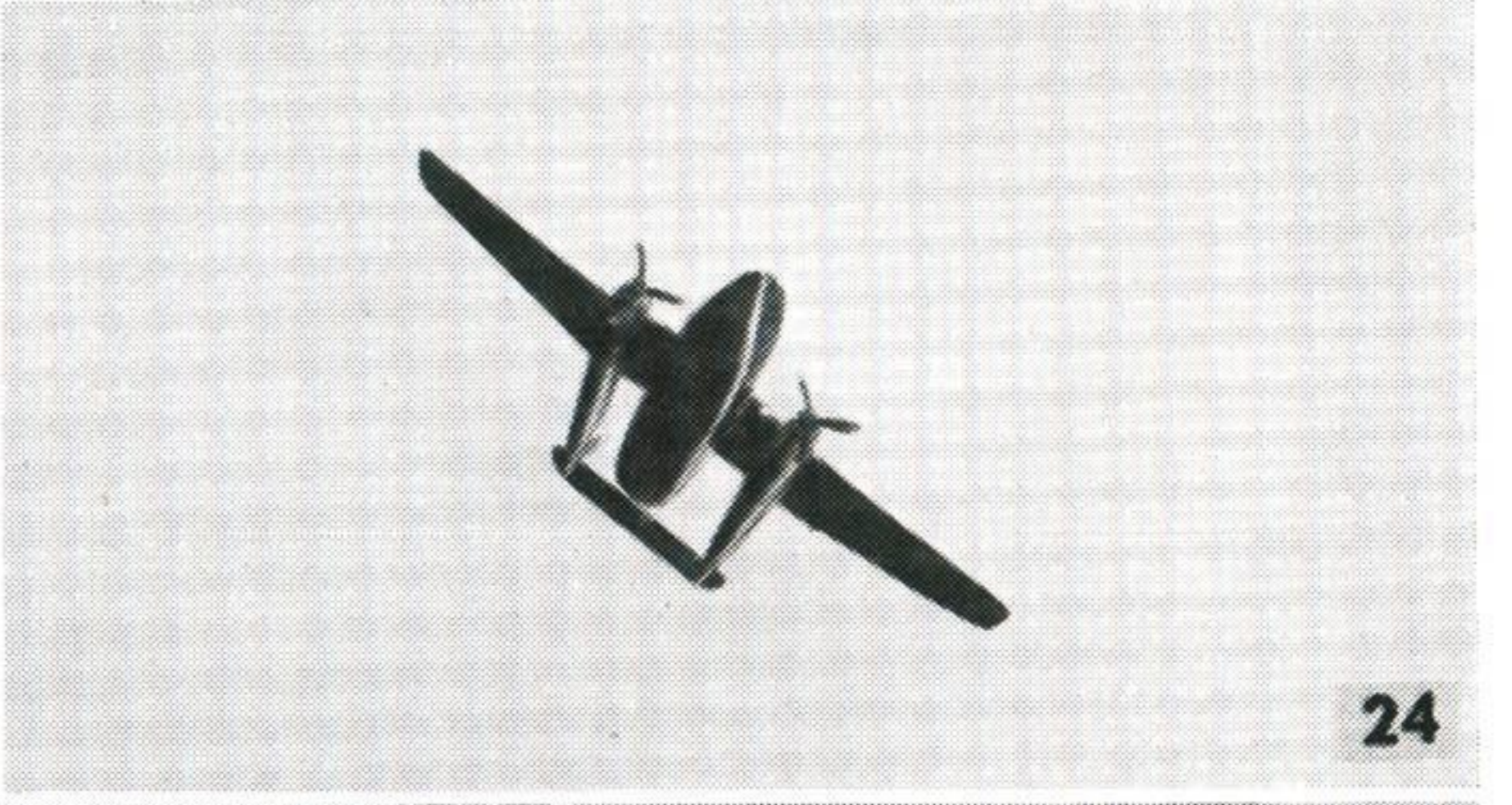
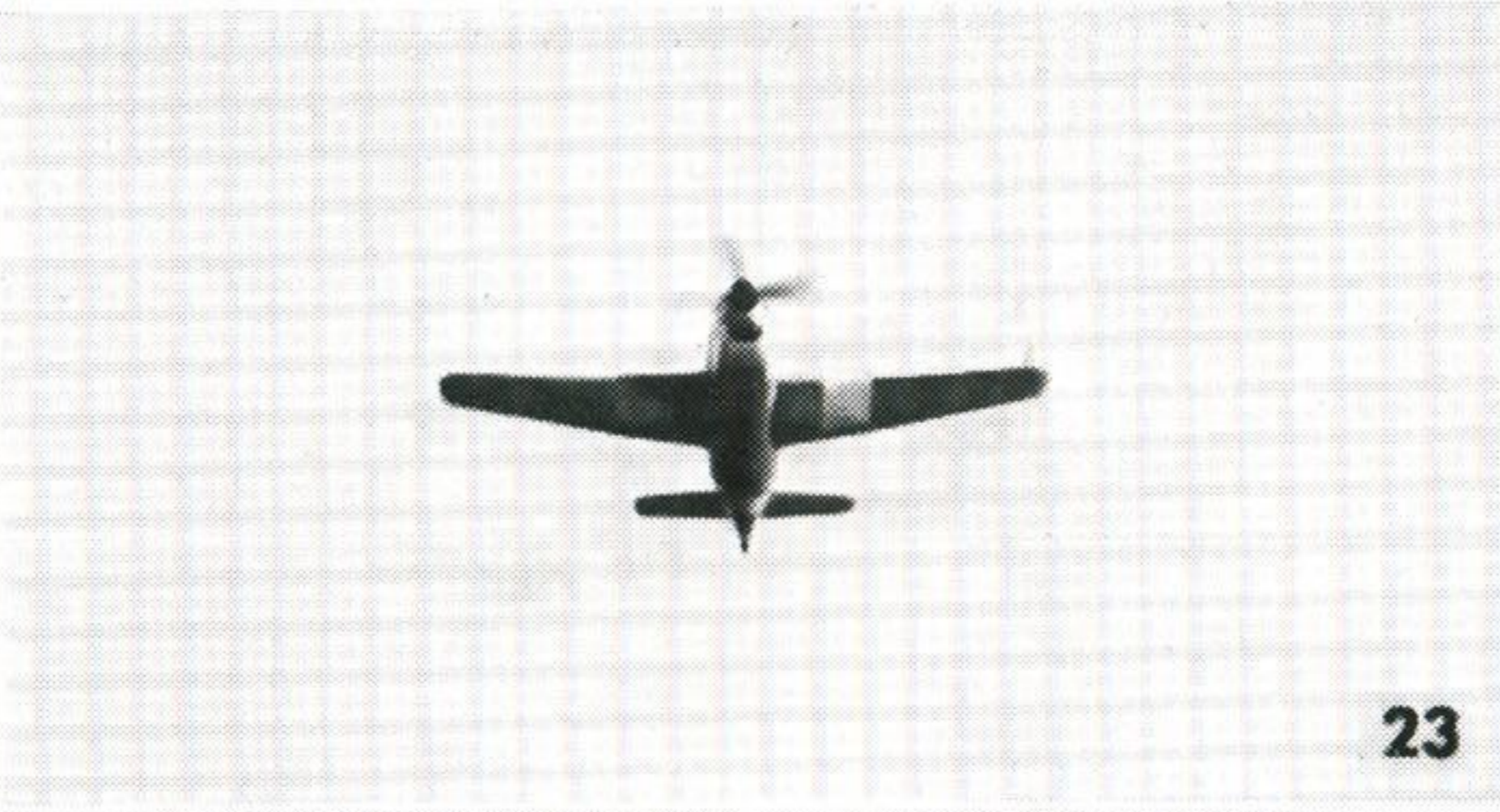
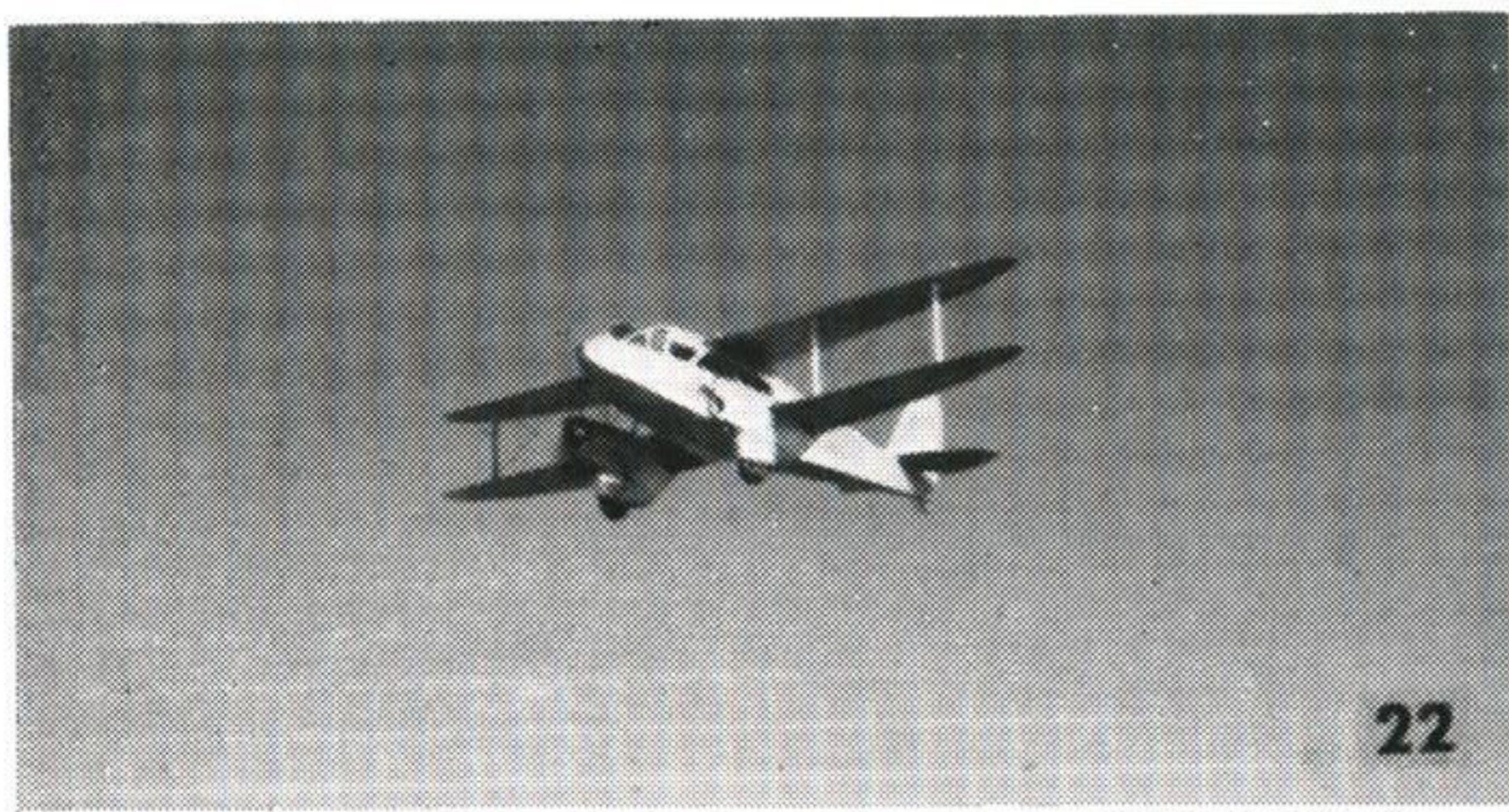
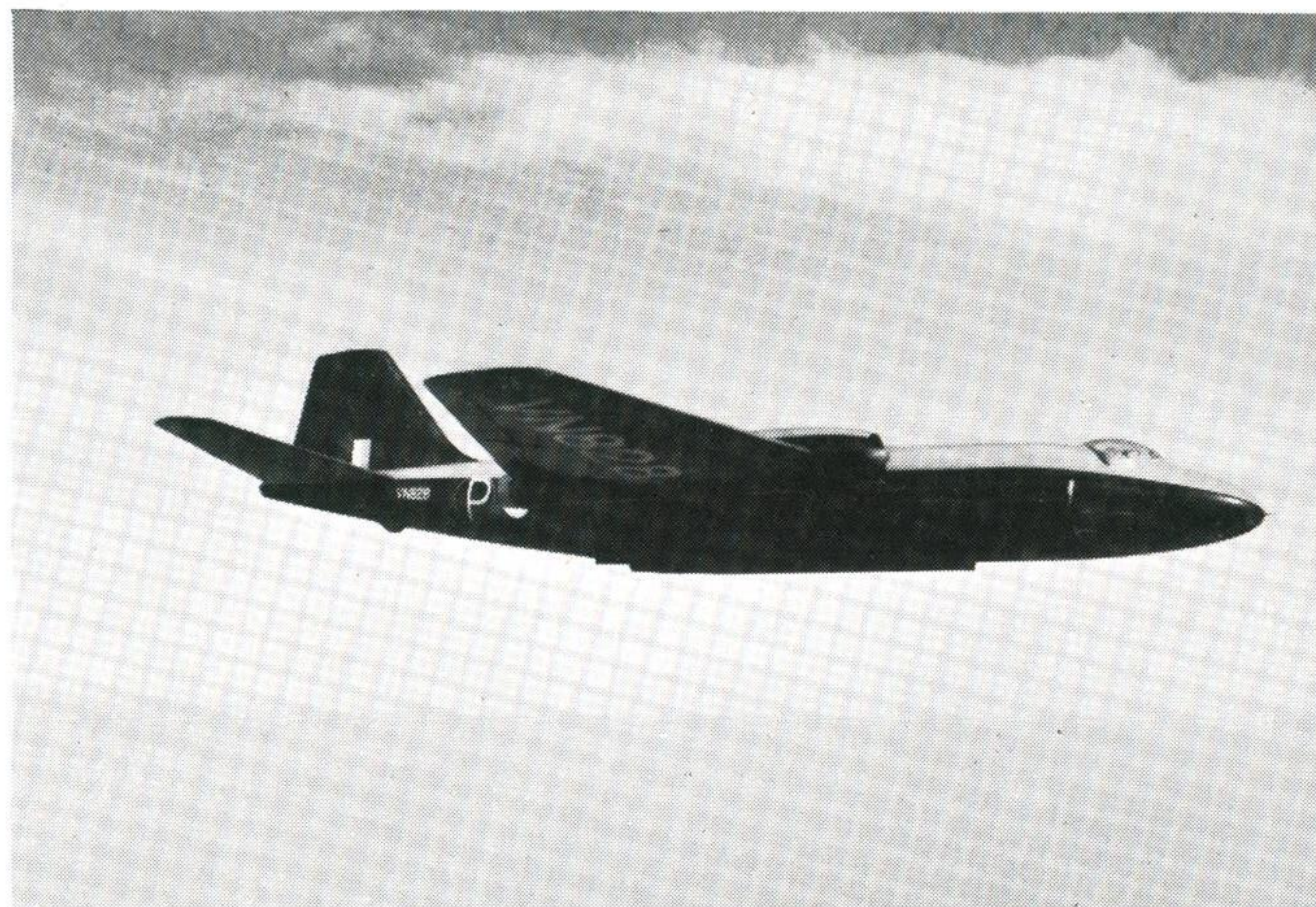
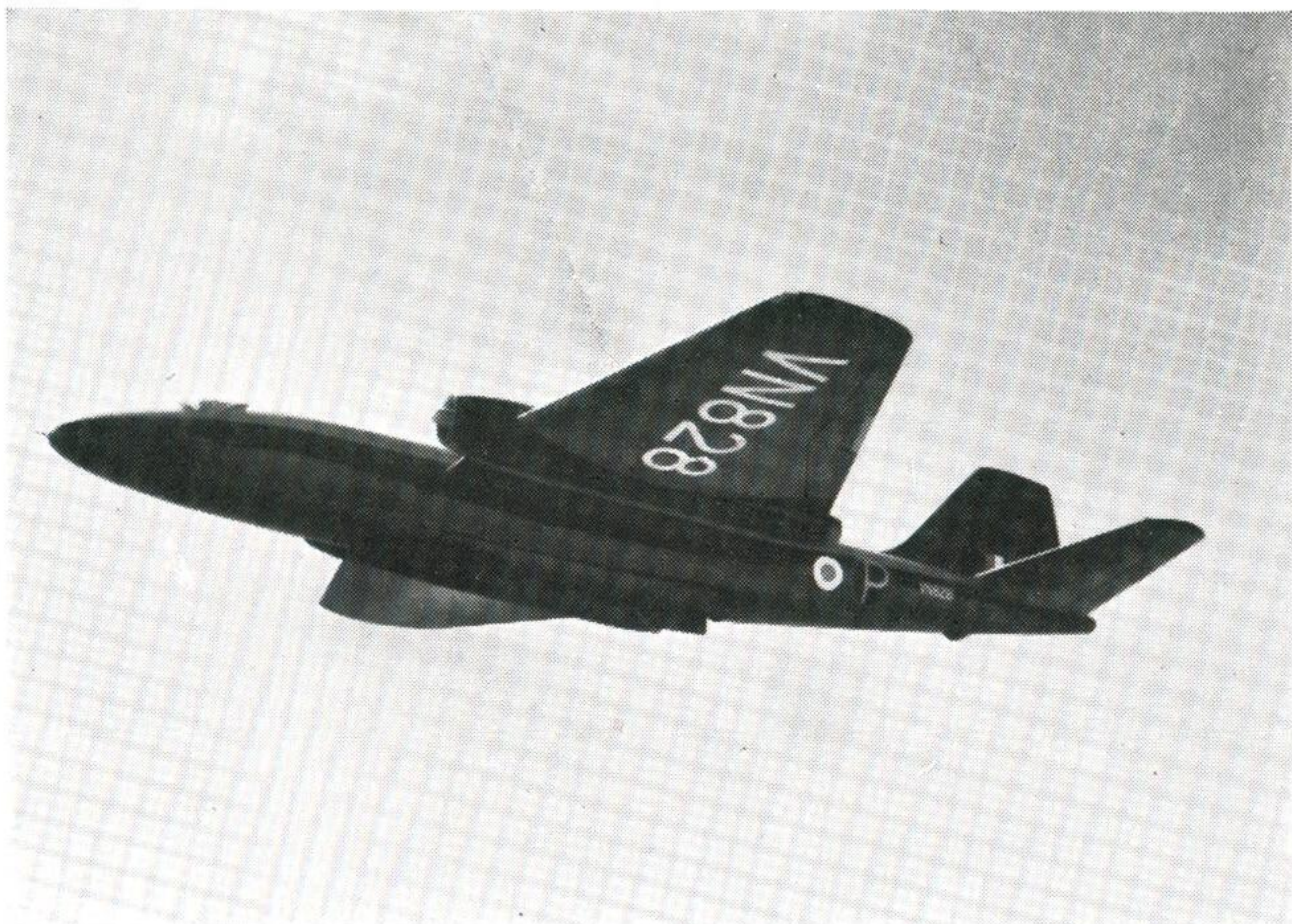


Fig. 5. The Scissors

ADVANCED SPOTTING



CANBERRA B Mk. I



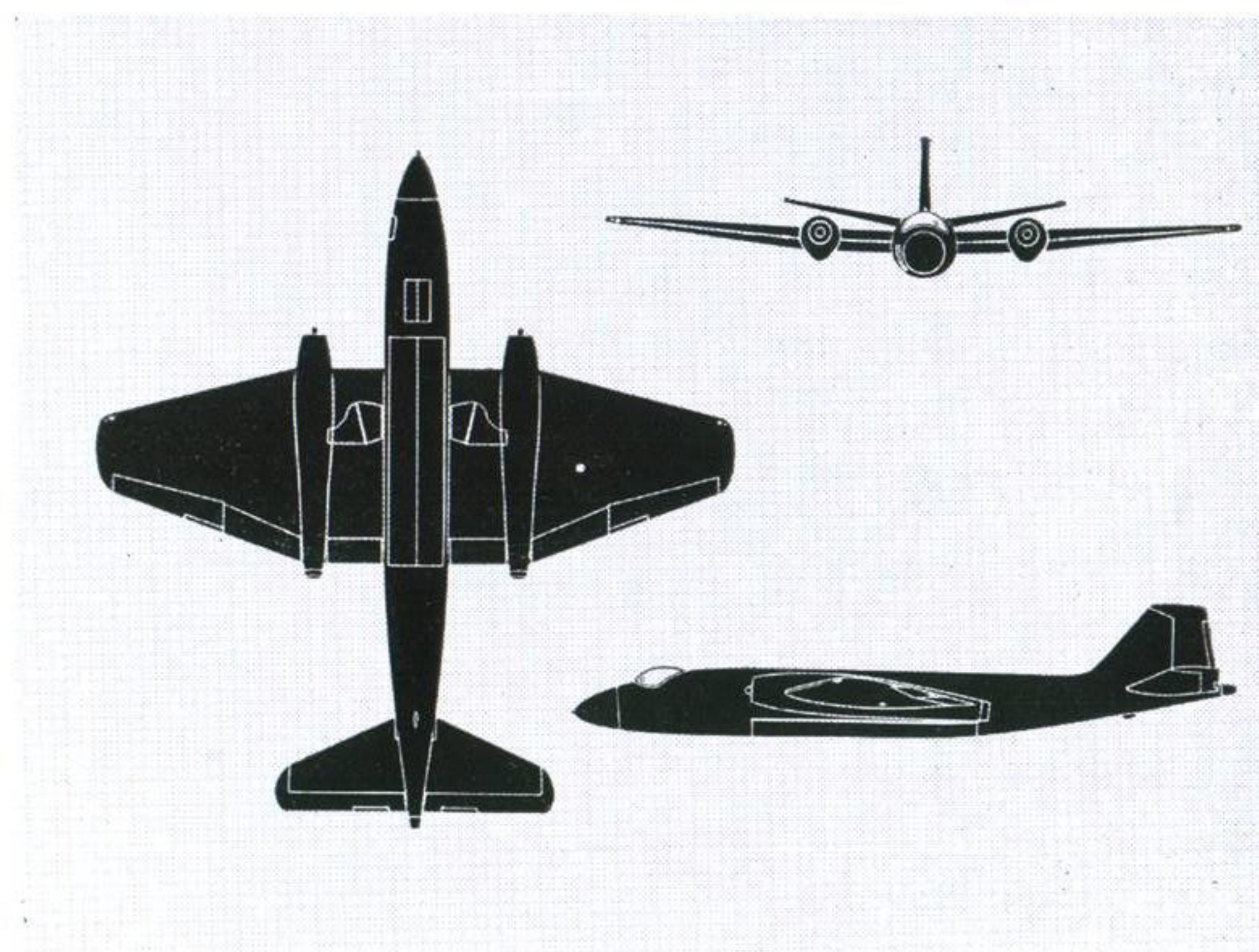
Canberra B Mk. 1

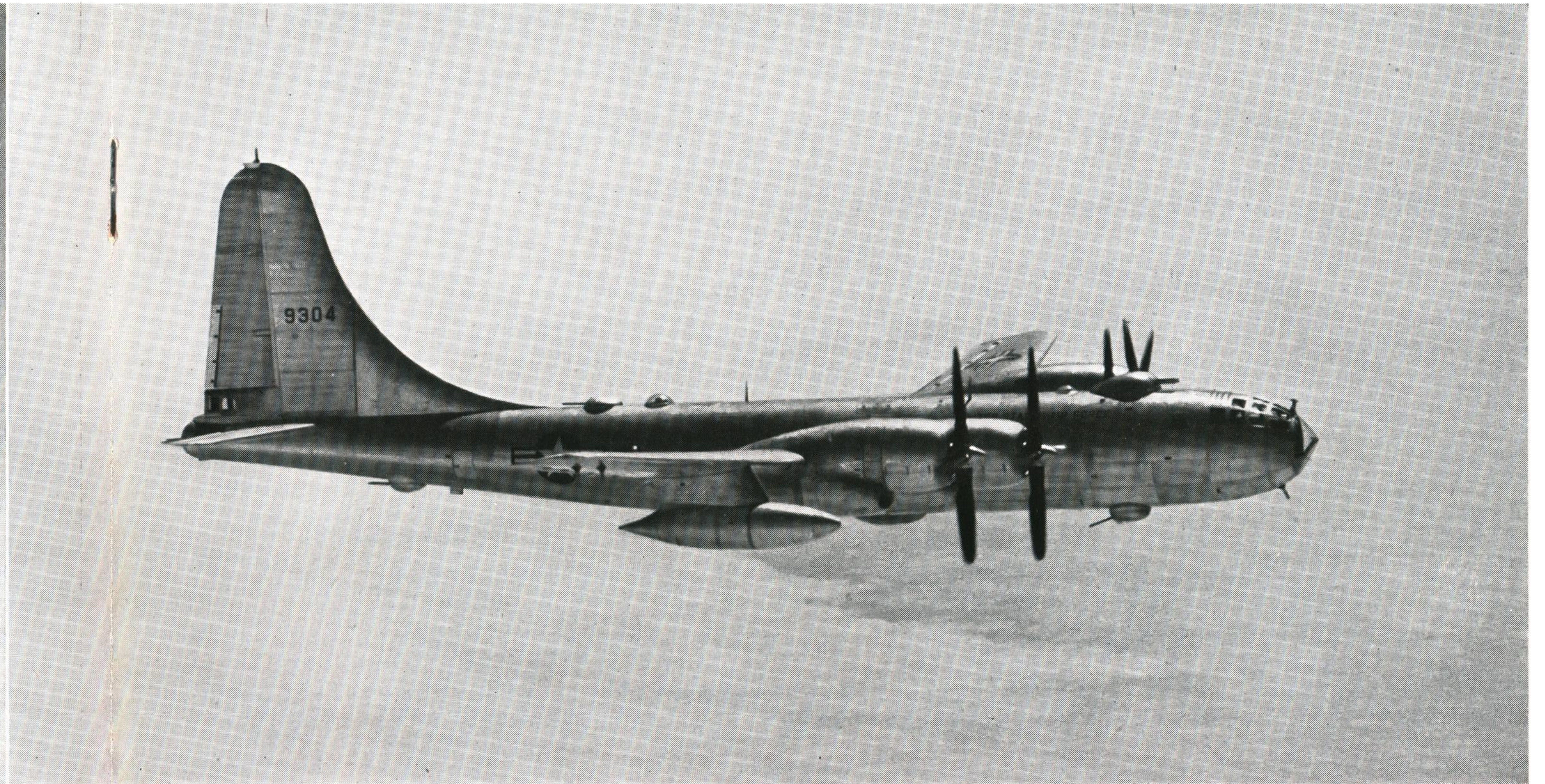
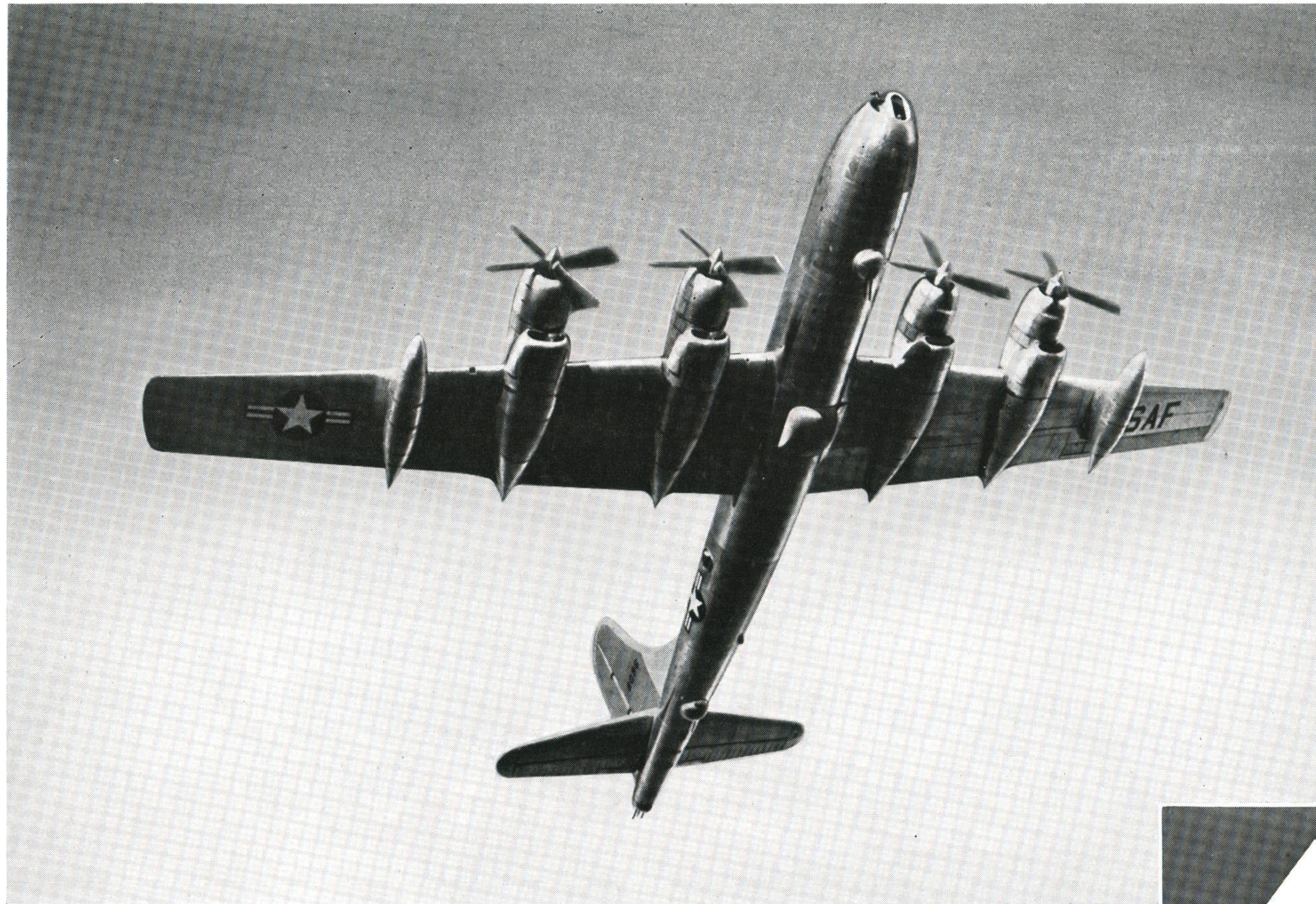
(Two Rolls-Royce "Avon" axial-flow turbojets)

THE largest recognition features of the Canberra are its distinctive wing-nose combine of hexagon and gooseneck. Secondary features are the shapes and form of its tail assembly. The key to the Canberra's character is, however, in the relationship of wing and tail surfaces which are close enough together to give a disproportionately long "look" to the nose of the sleek, smooth, almost featureless fuselage. The turbojet nacelles, though insignificant, emphasize the "breaks" in the wing tapers.

The only noteworthy external difference between the Canberra B Mks. 1 and 2 is the transparent nose-tip of the B.2. In these views of the Mk. 1 the bomb-doors are open. There is a three-view drawing of the B.2 elsewhere in this edition. Canberras may be seen with tip-tanks.

The main dimensions are : Span, 65 ft. Length, 65 ft. 6 ins. Height, 15 ft. 7 ins.

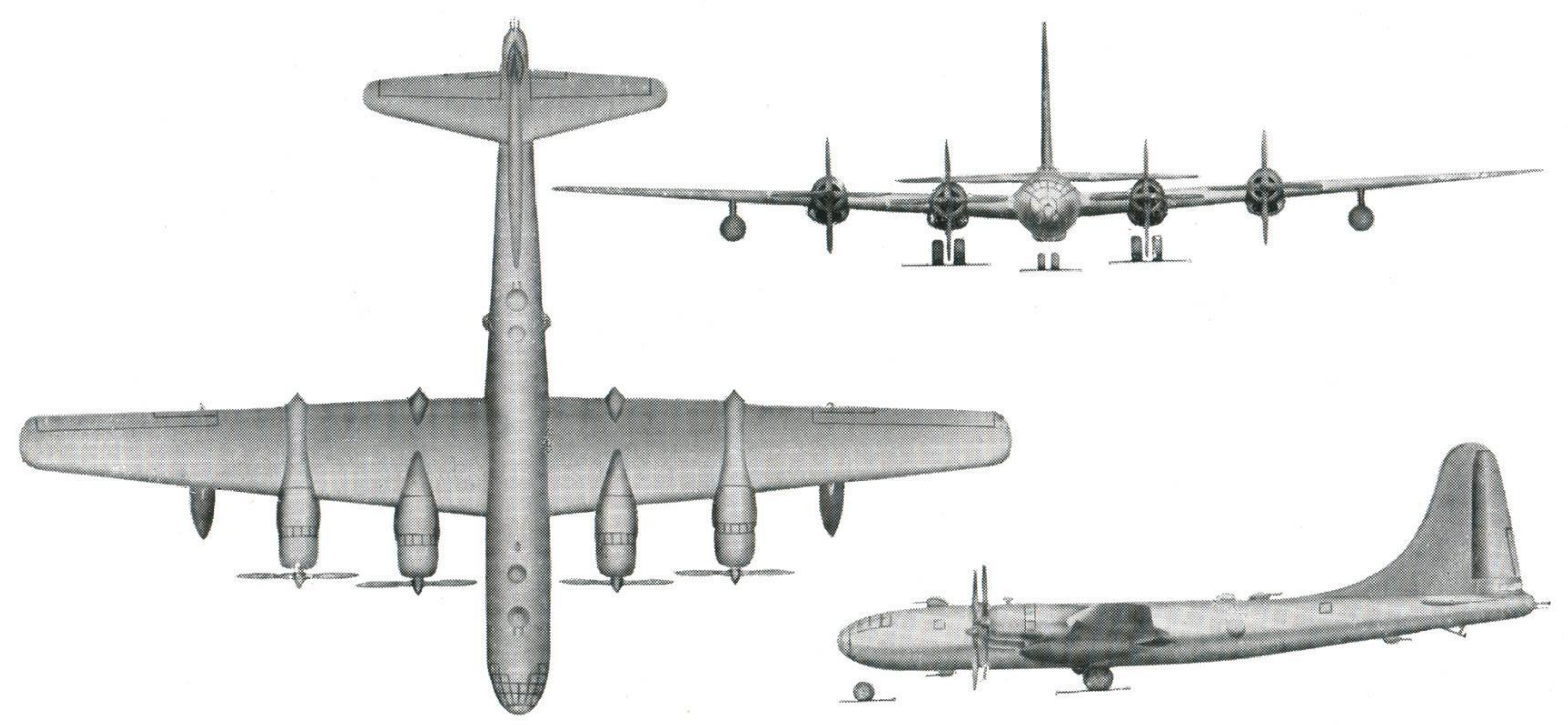




BOEING B-50D



Two 700 gallon streamlined external fuel tanks mounted under the outer wing sections of the Boeing B-50D are believed to be responsible for many reports of six-engined aircraft. Deception seems to be most likely in the dead overhead and head-on views, as will be seen from a close study of these illustrations in conjunction with the diagram below. The tanks are droppable, and may be replaced by 4,000lb. bombs. The range of the B-50D is over 6,000 miles.





SKYRAIDER SYNOPSIS

by Obs. Roy McLeavy, R.O.C.

WITHIN the rugged outlines of the AD Skyraider is a wealth of experience amassed by the Douglas Aircraft Company during more than a decade of developing "strike" aircraft for the U.S. Navy.

Design of the Skyraider began in June 1944, after the U.S. Navy had requested Douglas to evolve a single-seat, high performance dive bomber, possessing greater range and striking power than those in service. Additionally, the aircraft—later known as the Skyraider—had to combine the features of reconnaissance, dive and torpedo bombers within one airframe.

The desired flexibility showed obvious advantages. In the Skyraider, a single aeroplane would in future be available to perform the tactical duties previously requiring two or three different types. It meant also that, apart from a substantial reduction in development costs, considerably less spares would be needed to accompany the single aircraft.

The design difficulties facing Douglas engineers were basically these: the empty weight had to be reduced from

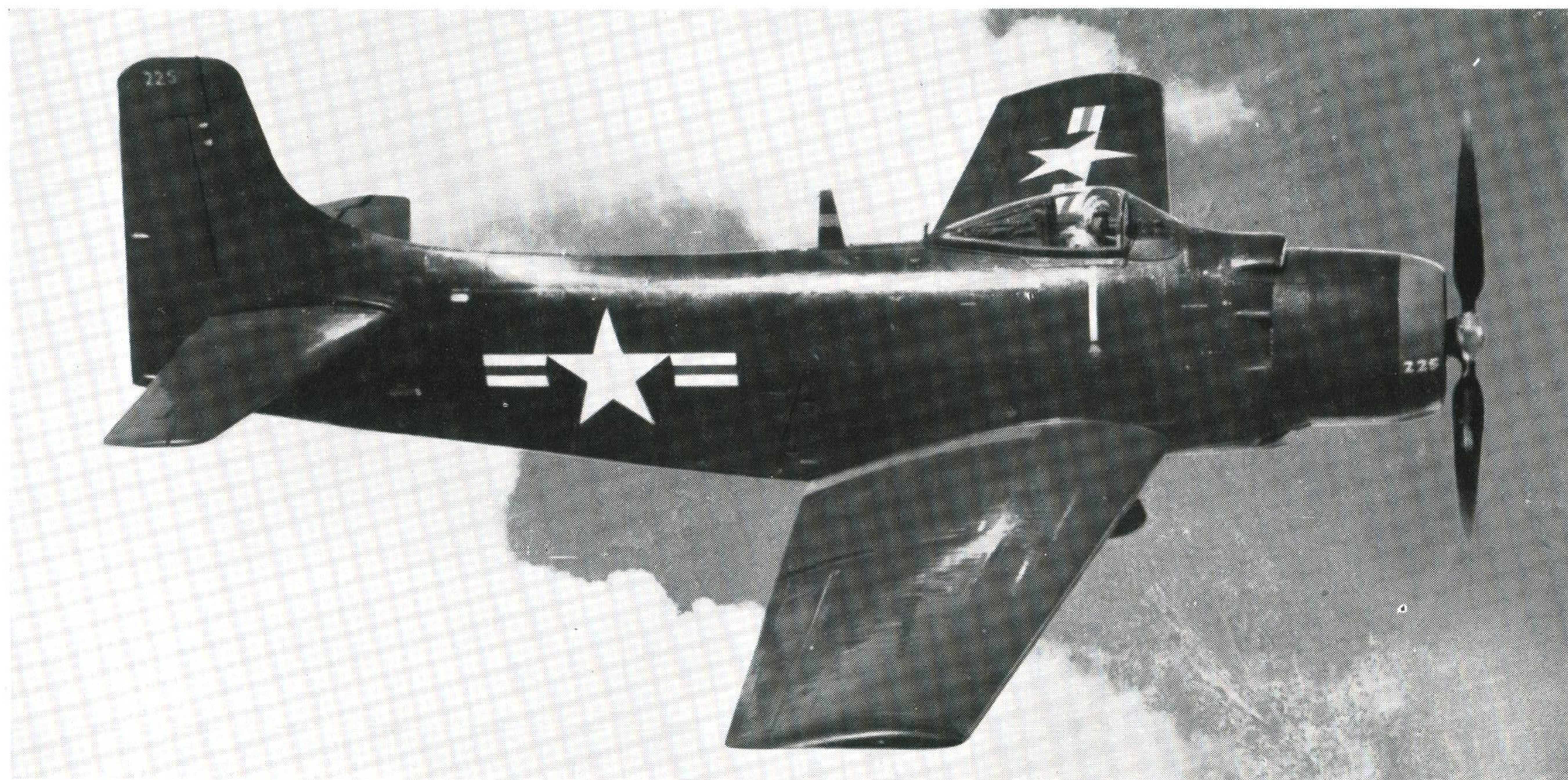
18,000 lb. to 16,000 lb., more lift had to be provided; and finally, the plane had to be ready within nine months.

Skipping a long, but nevertheless remarkable story, skilful work on the part of the design staff actually led to improvements on the basic specification; moreover the aircraft was ready two weeks ahead of schedule.

In the line of descent from the famous SBD Dauntless, the Skyraider had two predecessors, the SB2D-1 and the BTD-1. Both were pre-war conceptions and their development, as a result of combat experience, was discontinued in favour of the XBT2D-1, the original designation of the Skyraider.

Using the BTD-1, also a single-seat aircraft—as a yardstick, they had to shorten the take-off run, improve the combat radius and increase the rate of climb, military load and stability.

From its first flight, in April 1945, the Skyraider performed well. The U.S. Navy were overjoyed. Judging by published production figures, they still are, for so far more than 700



ADs of various denominations have been delivered and many others are on order.

The Skyraider, compared with most of its U.S. and British contemporaries, displays two interesting innovations. In the first place it has no internal bomb-bay, and secondly, fuselage dive brakes are fitted. Taking the first of these features, the decision to gird the Skyraider "Christmas-tree" fashion was made in the interests of weight saving and adaptability. Loss of speed due to the external carriage of "stores" is relatively slight and, due to the absence of weight of bomb-bay mechanism, a quicker get-away can be made after the bombs are dropped. Weight saving led to the adoption of fuselage dive brakes and these have in fact, shown a marked improvement over the normal wing mounting.

Ready for battle, the Skyraider surmounts quite the bloodthirstiest assortment of high-explosives ever lifted by a single-engined type. The load (max. 10,000 lb.) can, of course, be mixed to suit the occasion but generally comprises one of the following arrangements: two 1,300 lb. "Tiny Tim" rockets and one 2,000 lb. bomb; two "Tiny Tims" and one torpedo; three 1,000 lb. bombs and 12 5-inch high velocity aircraft rockets, or three 2,000 lb. bombs. Fixed armament consists of two 20 mm. wing cannon.

Since 1945, Skyraider variants have rained thick and fast; many are still cloaked by security restrictions. Here is a brief analysis: The first production model was the AD-1, powered by a Wright R-3350-24 developing 2,400 h.p. Following this model came the improved AD-2 with a 2,700 h.p. R-3350-26W, which in turn was succeeded by the AD-3, and the further revised AD-4.

Models of the AD-3 series are available for the following purposes: attack, photo-reconnaissance, radar counter-measure, aircraft early warning, weather-scout, night-bomber, anti-submarine patrol, target tug and night fighter.

Radar counter-measure versions—the AD-3Q, AD-3N and 4N have an additional seat for a counter-measure operator. AD-3Ws and 4Ws have seats for two aircraft early warning operators. Sky raiders equipped with their radar in huge ventral "packs" are fitted with additional fins to counteract the increased side area.



Close on the heels of the AD series comes the new Skyshark, a twin-turboprop derivative, which promises to combine the amazing weight-lifting characteristics and versatility of its forebears with greater speed. Known as the XA2D-1, the newcomer is fitted with the Allison T-40 twin-turboprop—of similar conception to the Double Mamba. The unit is installed in much the same way as that of the Fairey 17 and Blackburn Y.B.1 giving the Skyshark identical single-engine cruising characteristics. Broadening the already wide scope of family activities, the Skyshark is likely to be employed for close-support duties.



BOOK REVIEWS

by JOHN W. R. TAYLOR

It is unnecessary to recommend "Jane's". This is the aviation book, not just of this year but of every year. Since "Jane's" was founded in 1909, its pages have illustrated and described every important aircraft designed and built anywhere in the world, forming the most valuable self-contained aviation reference library obtainable.

As one would expect, its format has changed considerably in 41 years, the horizontal layout and heavy type of early volumes having given way to the neat, three-column, easy-to-read style used exclusively for the first time in this new volume. But the standards of accuracy and completeness established from the first have not changed. Every available important fact and figure concerning every type of aircraft and aero-engine in production in the world is found in "Jane's", including even a section on Airships to prove that lighter-than-air flight still has its adherents in Britain, America, France and Russia. If the Soviet sections of the book are thin, it is not the fault of the compilers, although there is evidence that, in this section only, available information could have been sifted and collated a little more profitably.

The emphasis throughout the book is, of course, on the latest, most up-to-date data and pictures, and the inclusion of such aircraft as the Sapphire-Meteor and Supermarine 535 in an Addenda shows how superbly this standard has been met. The sections devoted to National Civil and Military

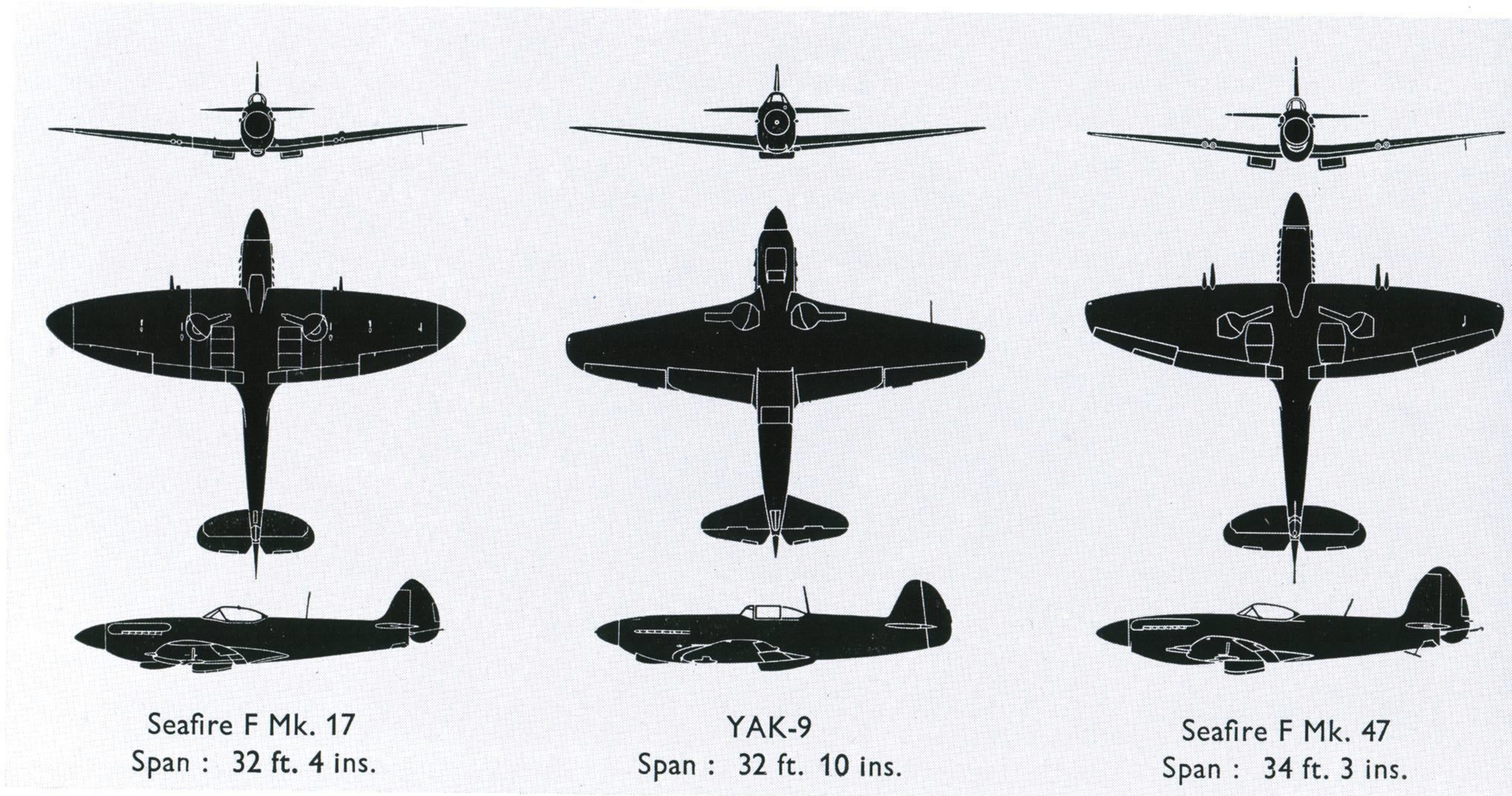
organisations and activities have also been completely revised and are an invaluable part of the whole work. In fact, although its price puts it beyond the reach of most individual enthusiasts, "Jane's 1950-51" is a book which few Station libraries, clubs and Observer Corps Posts can afford to be without.

Another book which can be thoroughly recommended both as a work of reference and as a fascinating story of aviation development is *Aeronautics—Lighter-than-air Craft*, published by H.M. Stationery Office. It is a comprehensive, well-written history of the evolution of the balloon and the airship, by the late M. J. B. Davy, who was for many years curator of the National Aeronautical Collection at the Science Museum.

Among its illustrations are several first-class reproductions of old prints, and it also contains notes on those sections of the National Aeronautical Collection which concern lighter-than-air flight. With its companion volume on heavier-than-air aircraft, it forms an invaluable guide to anyone visiting the Collection in its fine new home in the Western Galleries, Imperial Institute Road, South Kensington.

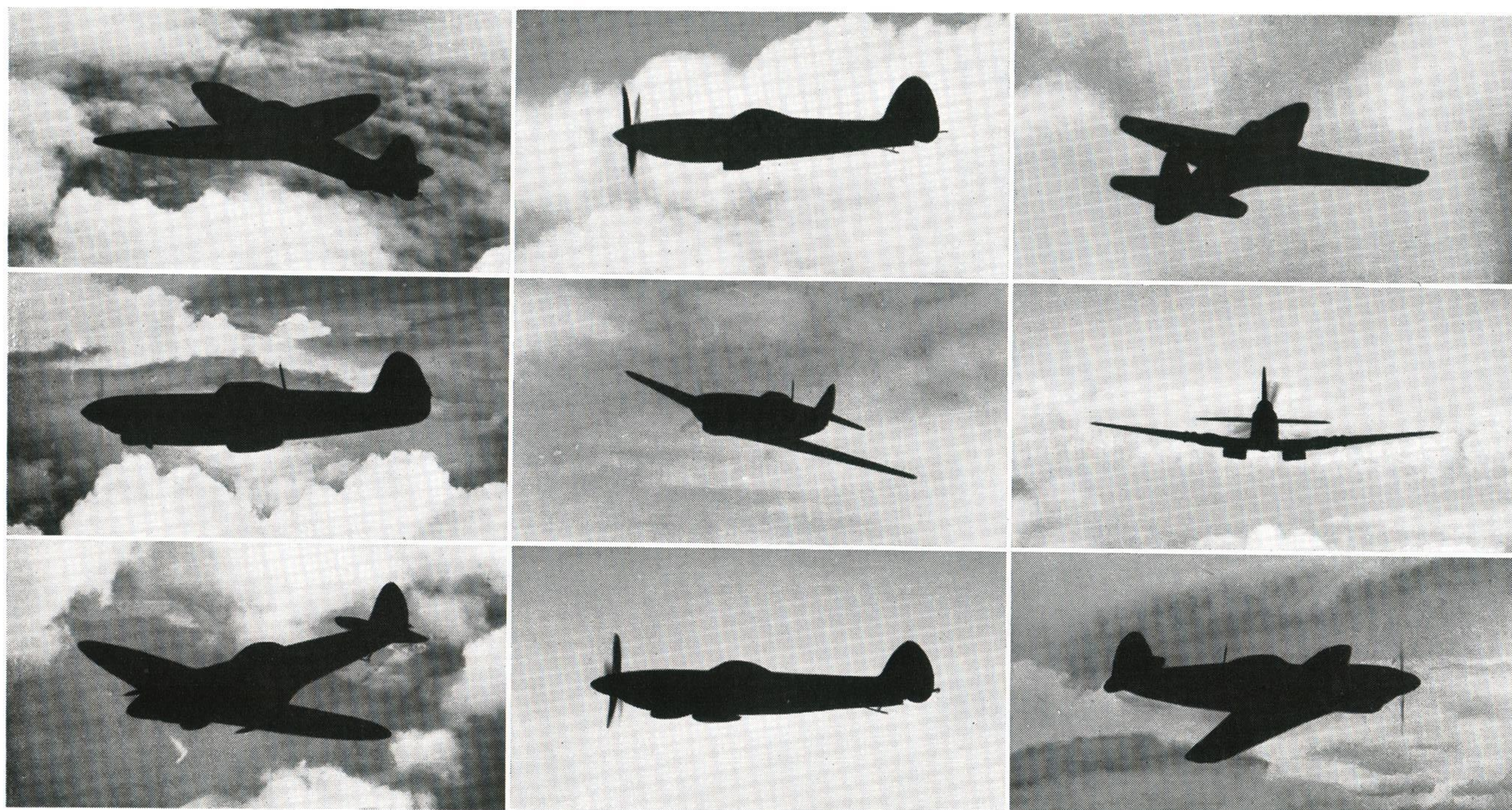
"JANE'S ALL THE WORLD'S AIRCRAFT, 1950-51", edited by Leonard Bridgman. Published by Sampson Low, Marston and Co. 465 pp. Three guineas.

"AERONAUTICS—LIGHTER-THAN-AIR CRAFT", by M. J. B. Davy, FRAeS. Published by H.M. Stationery Office. 112 pp. 5s. net.



What's the Difference?

Calm contemplation of the clear cut silhouettes above reveal many differences between Royal Naval Seafires 17 and 47 and the Russian Korean YAK-9. It is quite another thing, however, to be in unfriendly surroundings and, as a matter of life and death, have to distinguish between them without thinking about it. You may get an idea of your chances by identifying the illustrations below. One hundred per cent correctness does not entitle you to relax, for speed and distance will obscure differences, and even the wing shapes and wing radiators of the Seafires will count for little except when seen dead-on. For those who must know them methodical drilling is required on these types until they stick as individual characters in the minds-eye. Illustrated below (*reading from left to right*) are : Seafire 17, Seafire 47, YAK-9, YAK-9, YAK-9, Seafire 47, Seafire 17, Seafire 17, YAK-9.





Quote

“ Suddenly and unexpectedly in a matter of seconds the vital test may be made of hours of laborious training.”

Inter-Services Aircraft Recognition Journal, March, 1943.

Misquote

“ The Dart-Dakota turbotop transport.” Obviously for high speed spinning.

Twenty Questions

1. Name a transport of similar general layout to the Vampire.
2. The latest development of the Tudor 8 is ?
3. The wing-span of the Comet is ?
4. The nose of the Meteor NF Mk. 11 is short and pointed or long like a broomhandle ?
5. The trainer development of the Vickers Viking is called ?
6. 535 is a familiar number. What is the makers' name which precedes it ?
7. Barber's dilemma.
8. What has the B-50D that the B-50 hasn't ?
9. The engines on the Tay Viscount are centrally mounted ?
10. The Short SB 3 has a high-mid wing ?
11. Name a British anti-submarine aircraft with “ Z ” type folding wings.
12. The 7,200 lb. s.t. Armstrong Siddeley turbojets fitted experimentally to a Meteor 8 are ?
13. The largest British military aeroplane is ?
14. The version of the Fairchild Packet with a detachable cargo container is ?
15. The Fairey Junior has a low aspect ratio wing ?
16. Has the Thunderjet tailplane dihedral ?
17. How many engines has a Miles Aerovan ?
18. How are the engines mounted on the Avro CF-100 Canuck ?
19. Which Russian aircraft might be confused with a Seafire ?
20. The span of the Sea Prince is ?

(Answers inside rear cover)

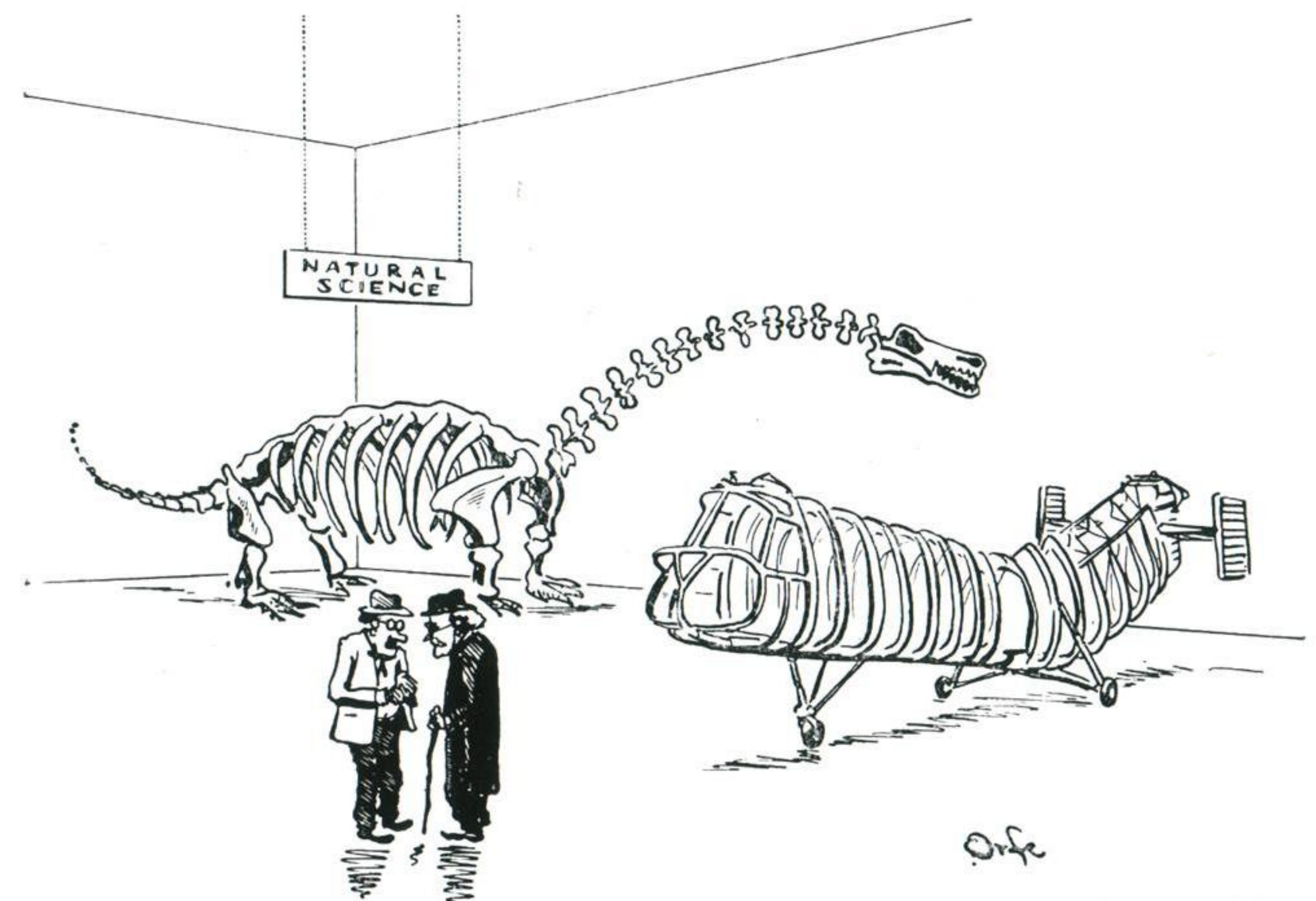
Wreck-cognition



(Answer inside rear cover)

Flying Saucer

Much of the evidence in support of the “ saucer ” theory has proved to be the factless fiction of sensationalists. Facts however can be stranger than fiction, and substantial evidence of the existence of at least one flying saucer comes to light in a report from Boeing concerning T.Sgt. Abner Saucer, Jr., of the 13th Bomb Squadron, U.S.A.F.



“ It's a fine specimen, Pierpoint—but what IS it ? ”

(With acknowledgments to “TANDEMEER”—the Journal of the Piaseck Helicopter Corporation of the U.S.A.)

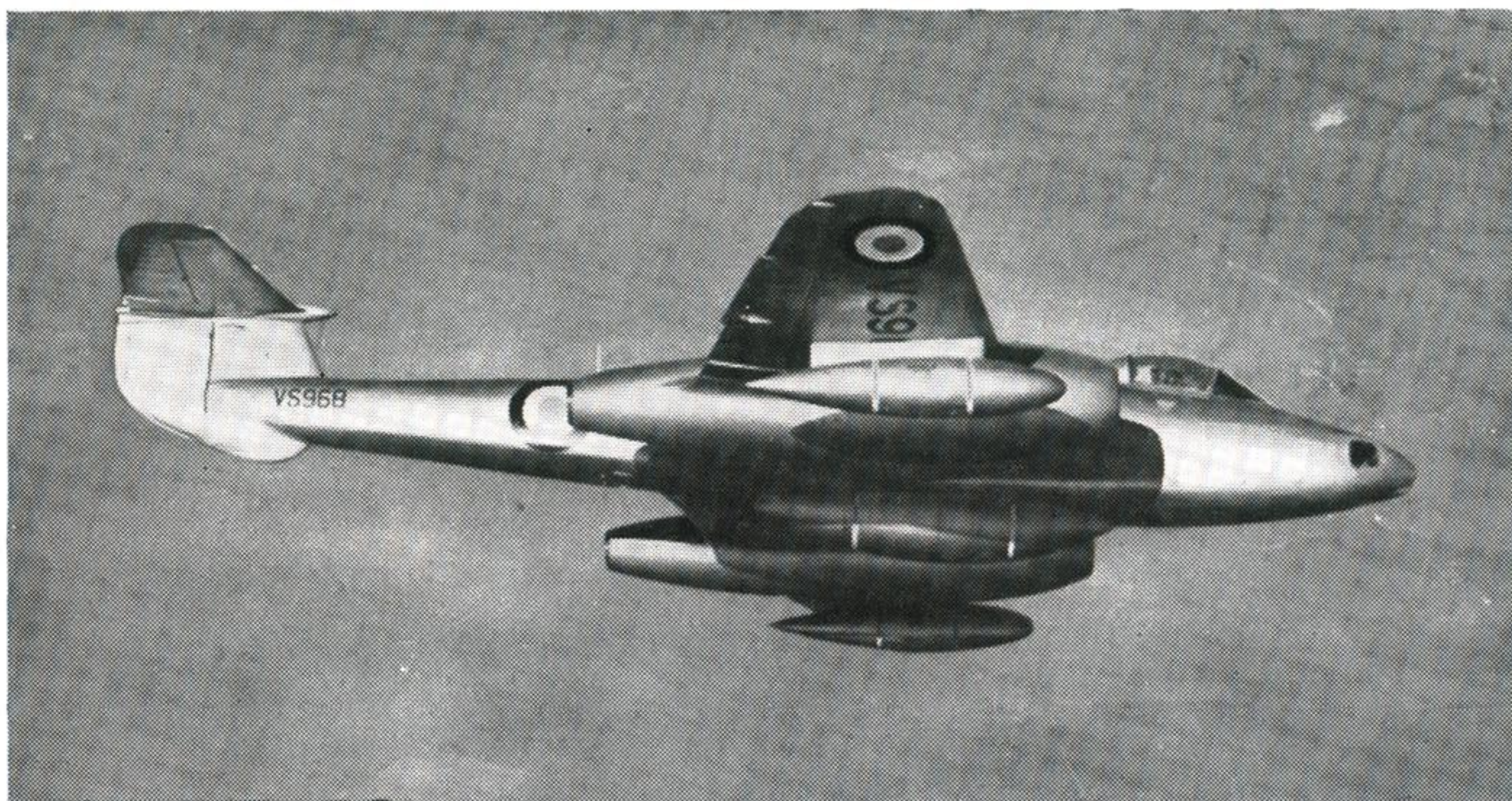
ERRATUM

P.9, Vampire 3 illustration read Vampire 5 ; P.14, Aerogram Auster Avis read Auster T Mk. 7 ; P.17, FJ-1 Fury span read 38' 1", length 33' 8" ; P.18, Vampire F Mk. 3 and F Mk. 1 reverse titles and lengths ; P.20, Sillographs No. 850 read Saab J.21R ; P.27, last line, T-33 read RF-80 ; P.28, McDonnell XF-88B, last line XF-88D read XF-88B, New Numbers RF-80 read TF-80 ; P.35, Meteor NF Kk. 11 read Meteor NF Mk. 11 ; P.40, Elementary Spotting No. 877 read Sea Hornet NF Mk. 21, Sillographs No. 876 read F-51 Mustang, Light Types No. 10 read Wicko GM I, No. 28 read Topsy S, F-80 and F-84 Sillographs delete one F-84 from top line

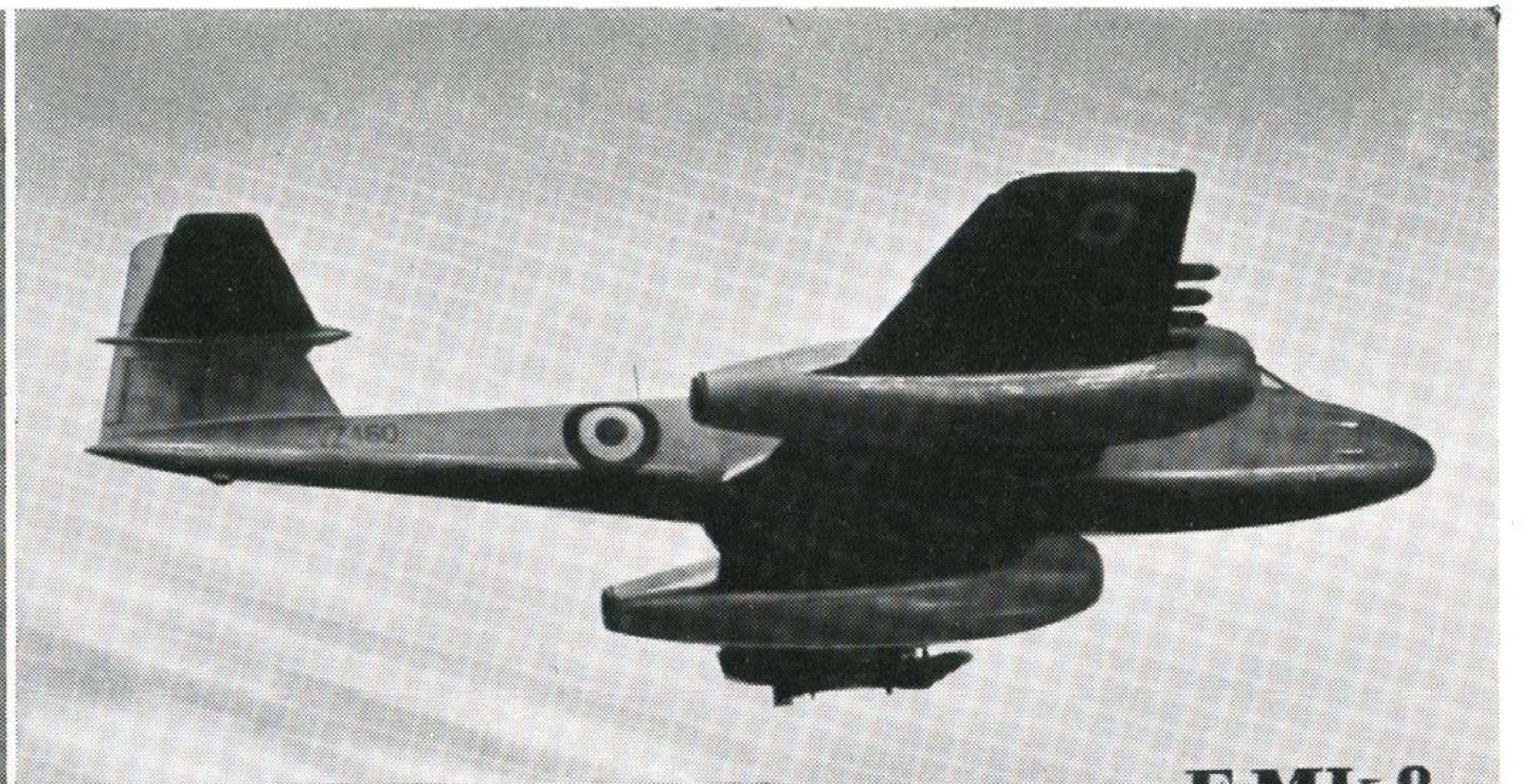
Aerogram



Lock the van Rosa ! *(Answer inside rear cover)*



PR Mk. 10.

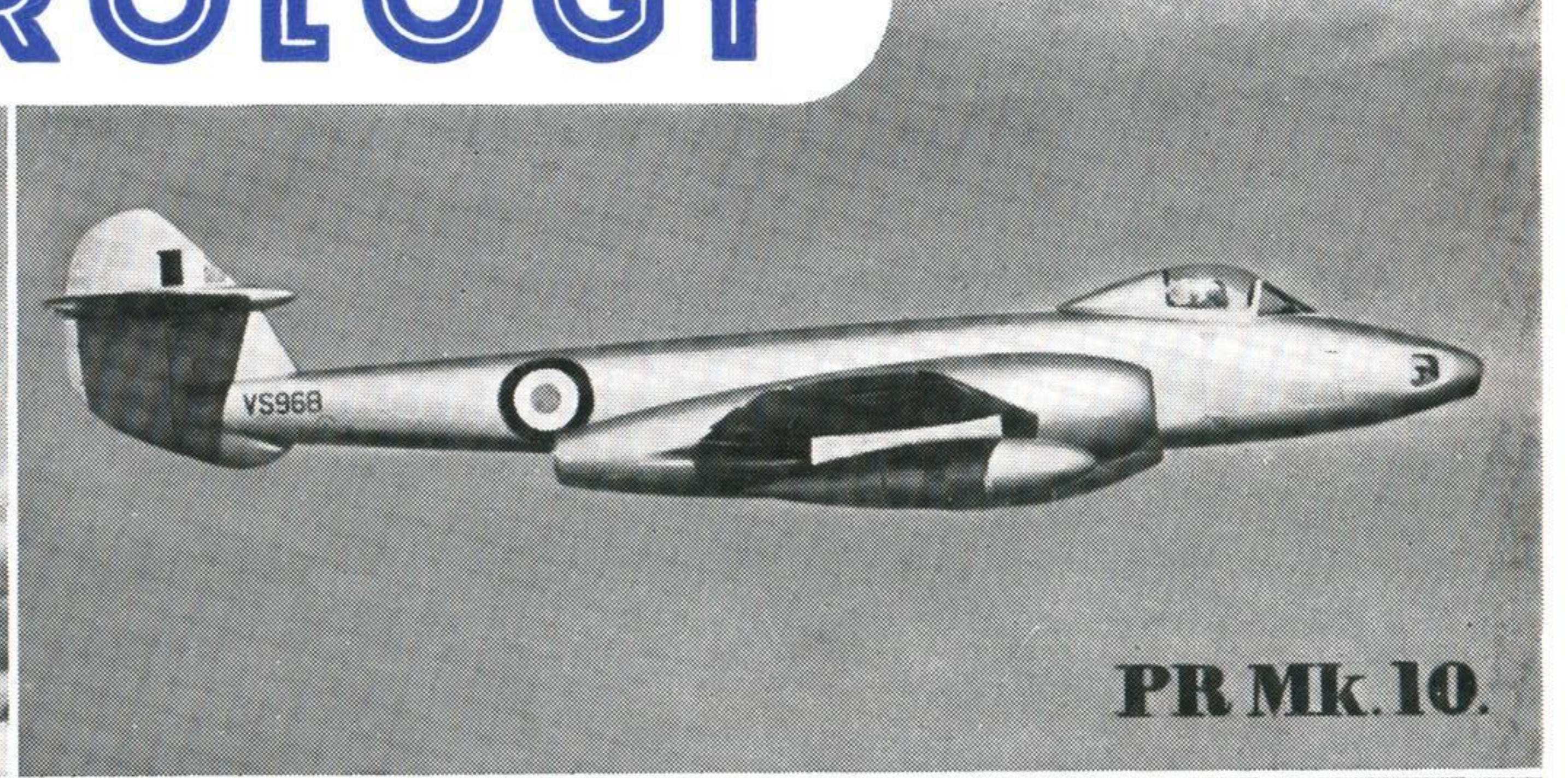


F Mk. 8.

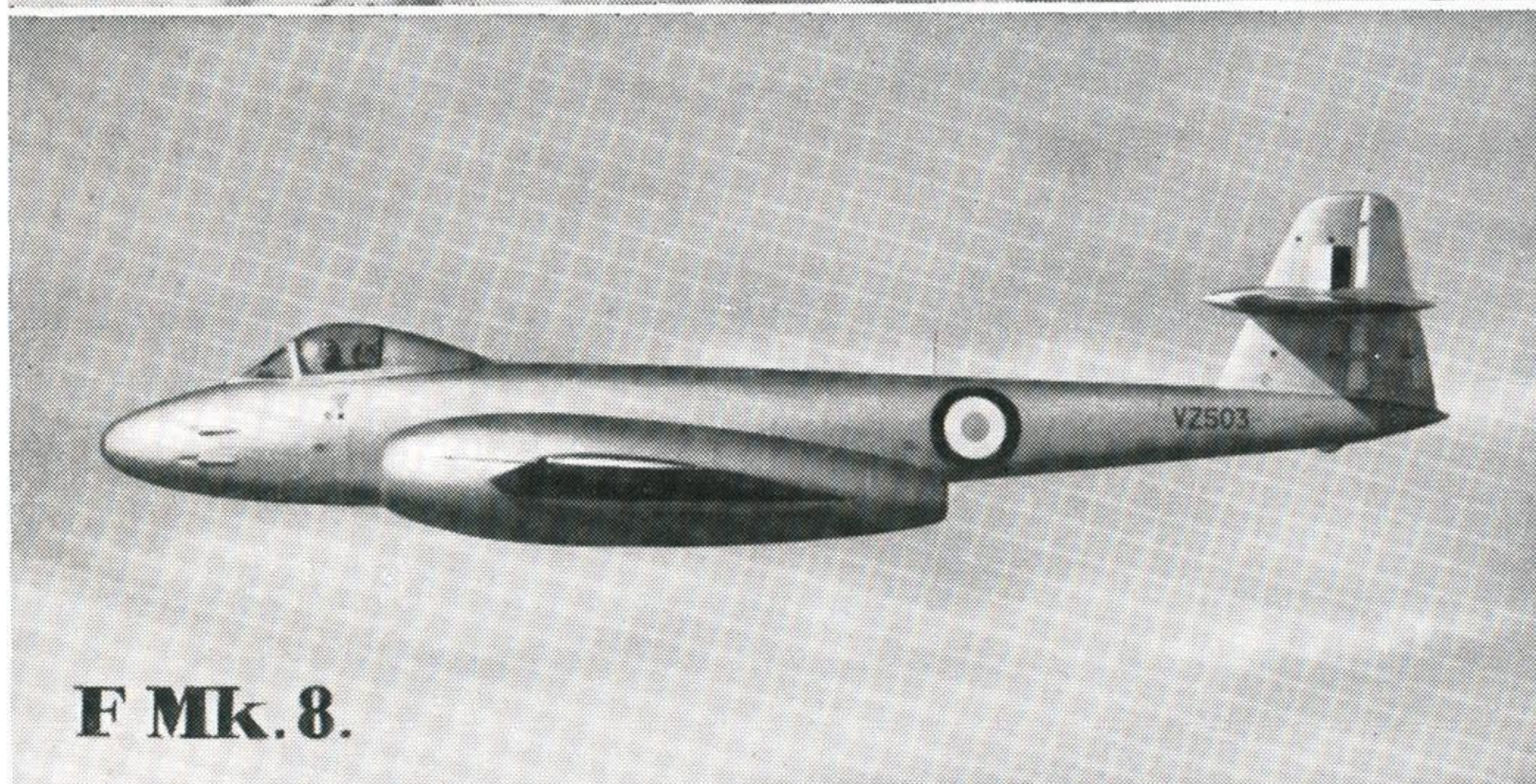
METEOROLOGY



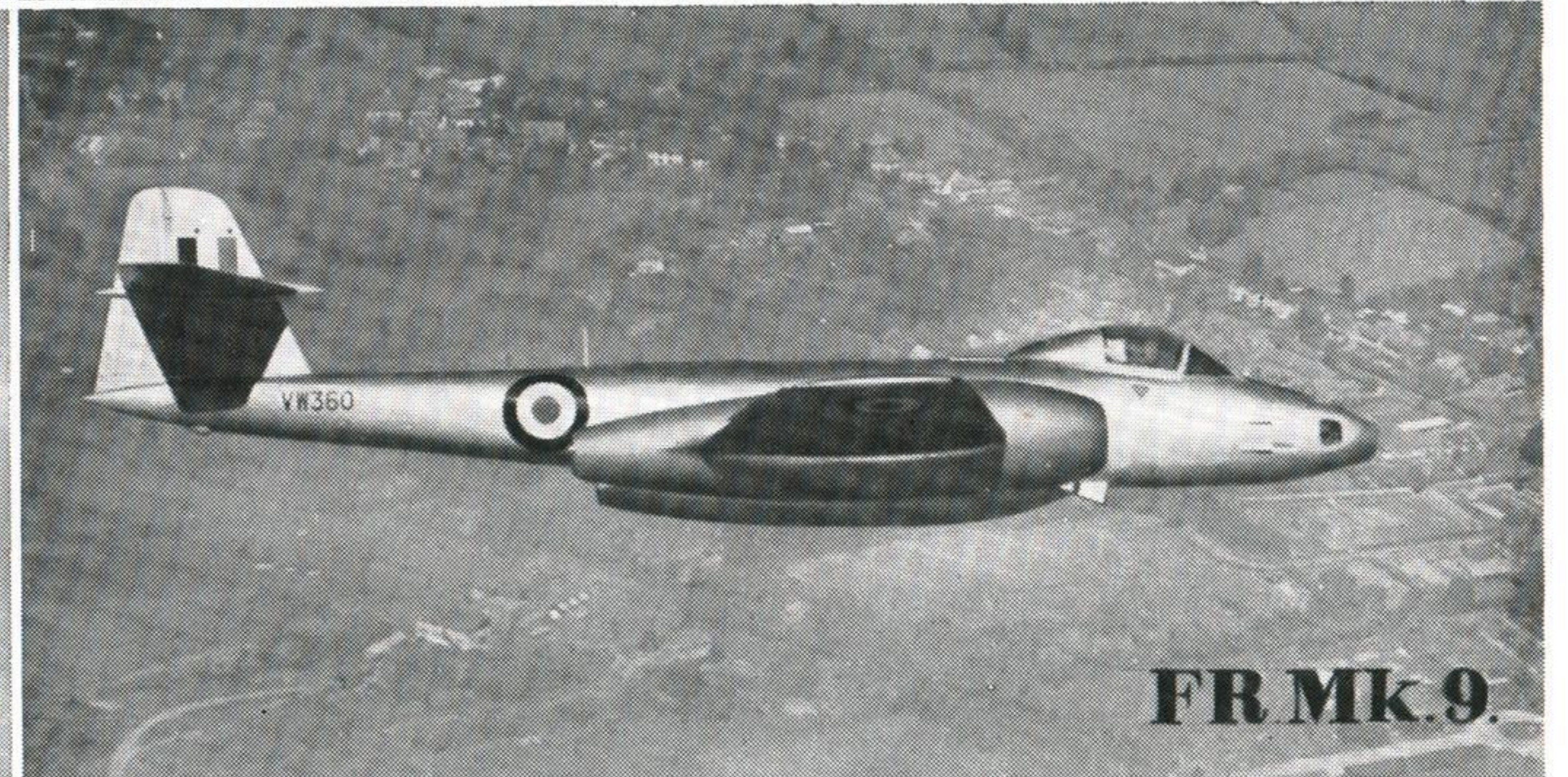
F Mk. 4.



PR Mk. 10.



F Mk. 8.



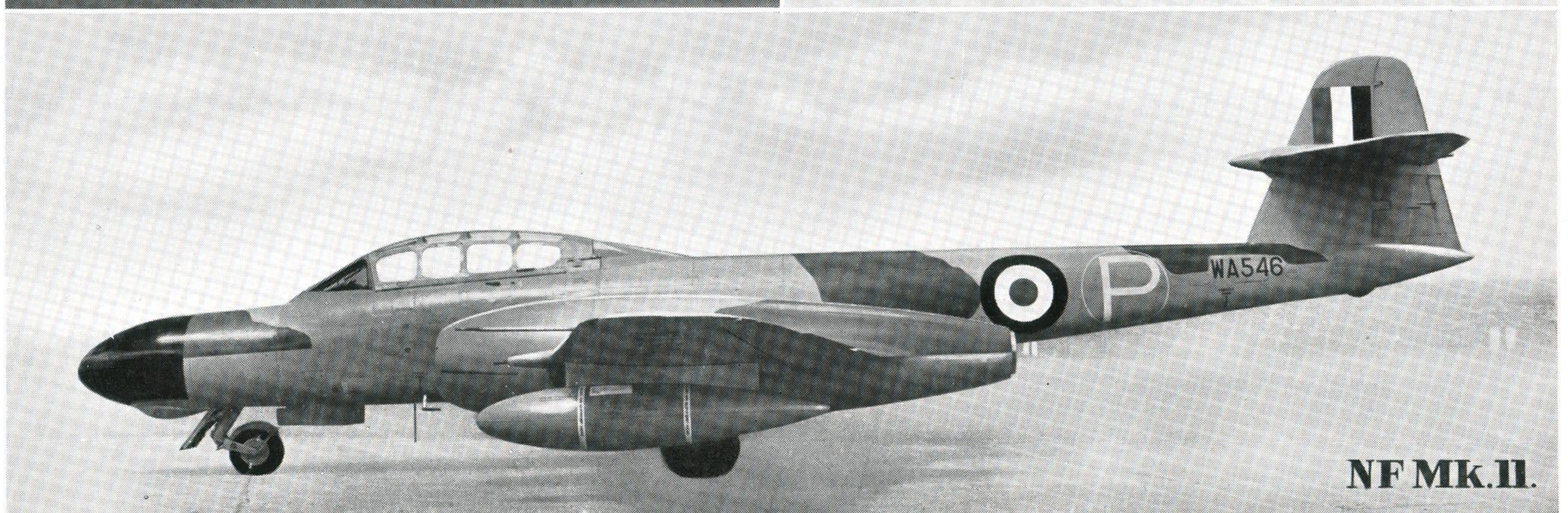
FR Mk. 9.



T Mk. 7.



NF Mk. 11.



NF Mk. 11.

Meteor F Mk.4

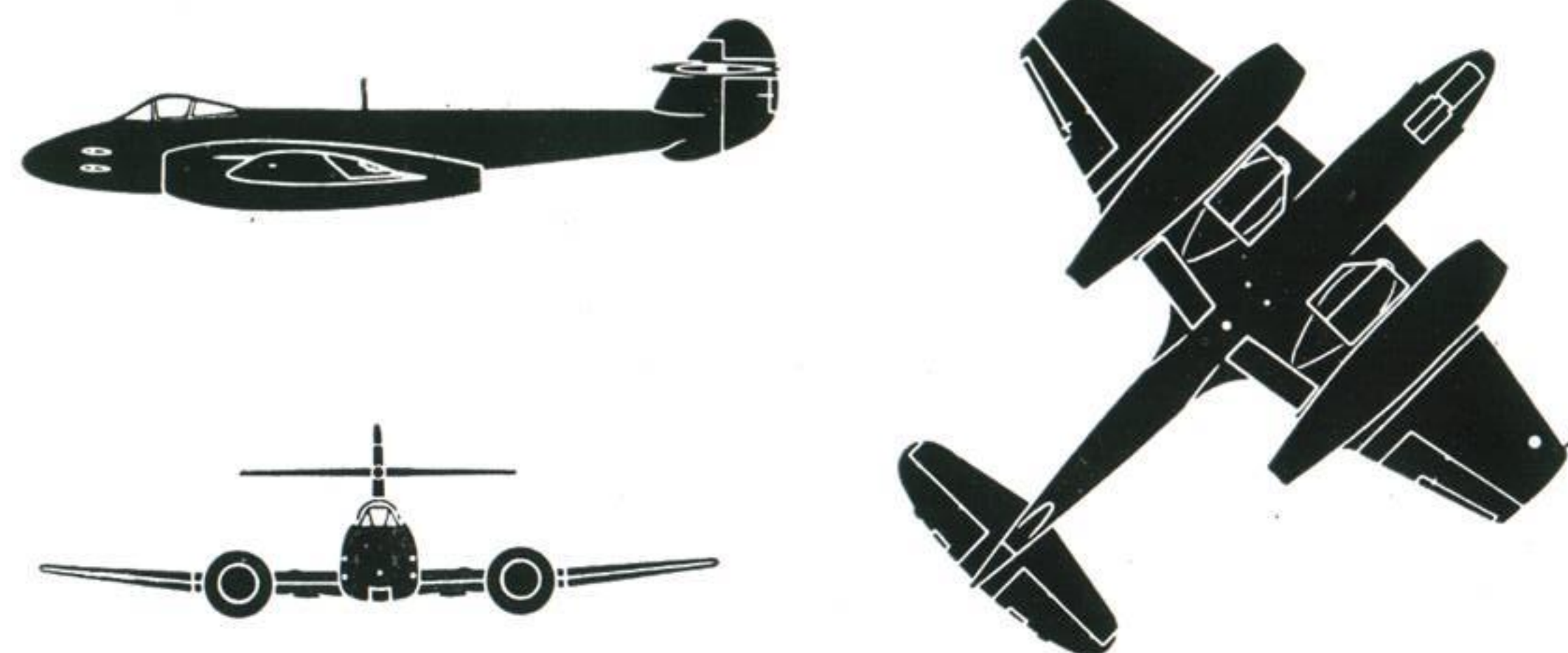
Function : high altitude interceptor, fighter-bomber, ground attack fighter or reconnaissance.

Span : 37 ft. 2 ins. Length : 41 ft. 3 ins.

Engines : 2 R.R. Derwent 5's.

Armament : four 20 mm. cannon in nose, two 1,000 lb. bombs or eight 90 lb., rockets under wings.

Other experimental Mk.4's are the Beryl, Avon and Re-heat Meteors.



Meteor T Mk.7

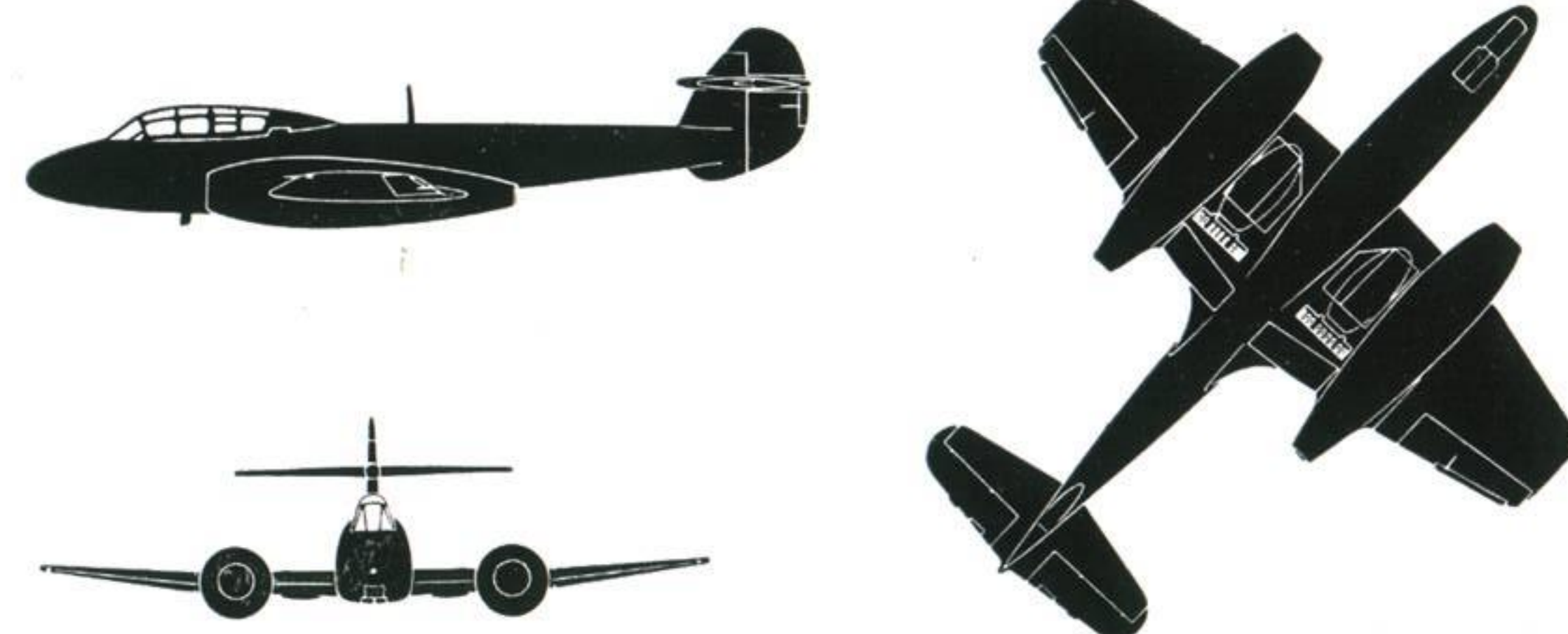
Recognition : longer fuselage and cockpit canopy than the Mk.4.

Function : two-seat jet conversion trainer.

Span : 37 ft. 2 ins. Length : 43 ft. 6 ins.

Engines : same as Mk.4

No armament and no military load.



Meteor F Mk.8

Recognition : longer fuselage than Mk.4, redesigned tail unit.

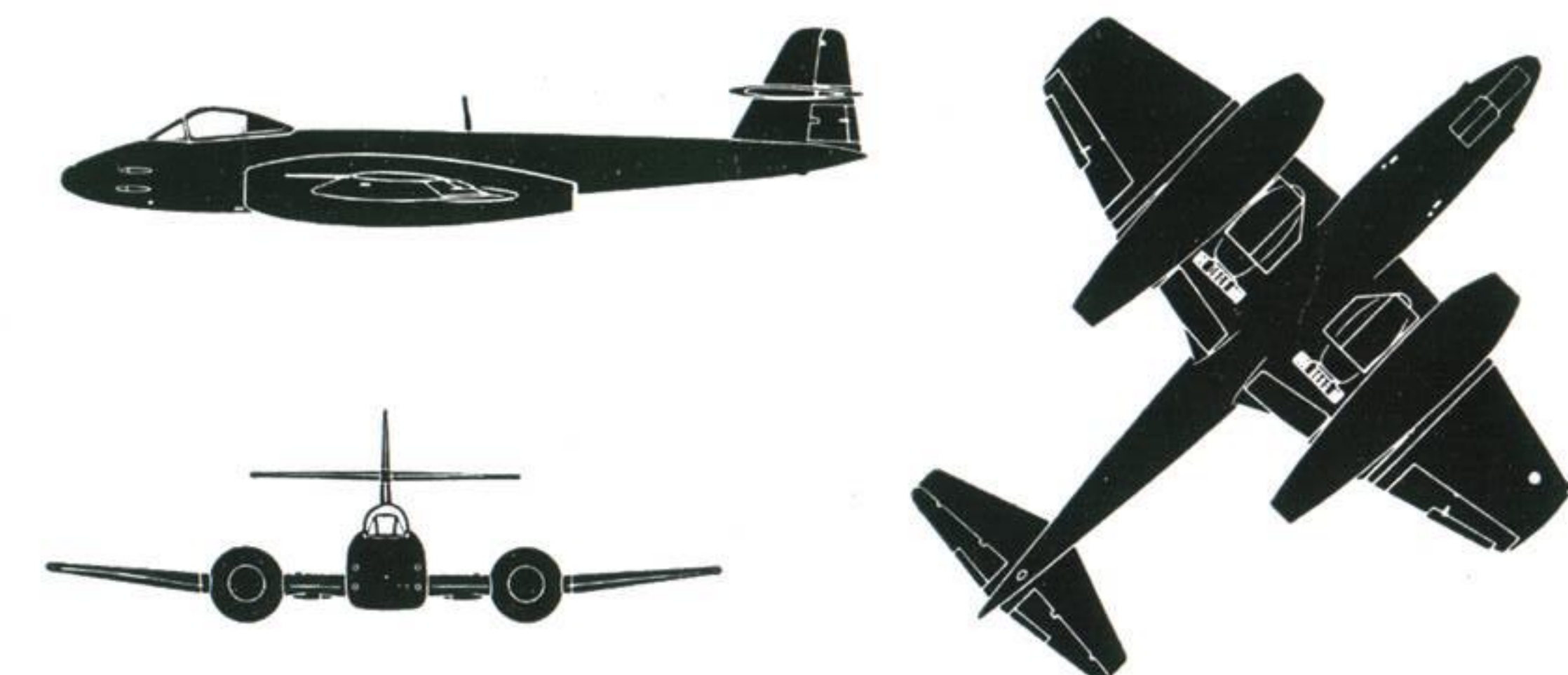
Function : single-seat fighter.

Span : 37 ft. 2 ins. Length : 44 ft. 7 ins.

Engines : 2 R.R. Derwents

Armament : same as Mk.4

Experimental Mk.8 is the Sapphire Meteor.



Meteor FR Mk.9

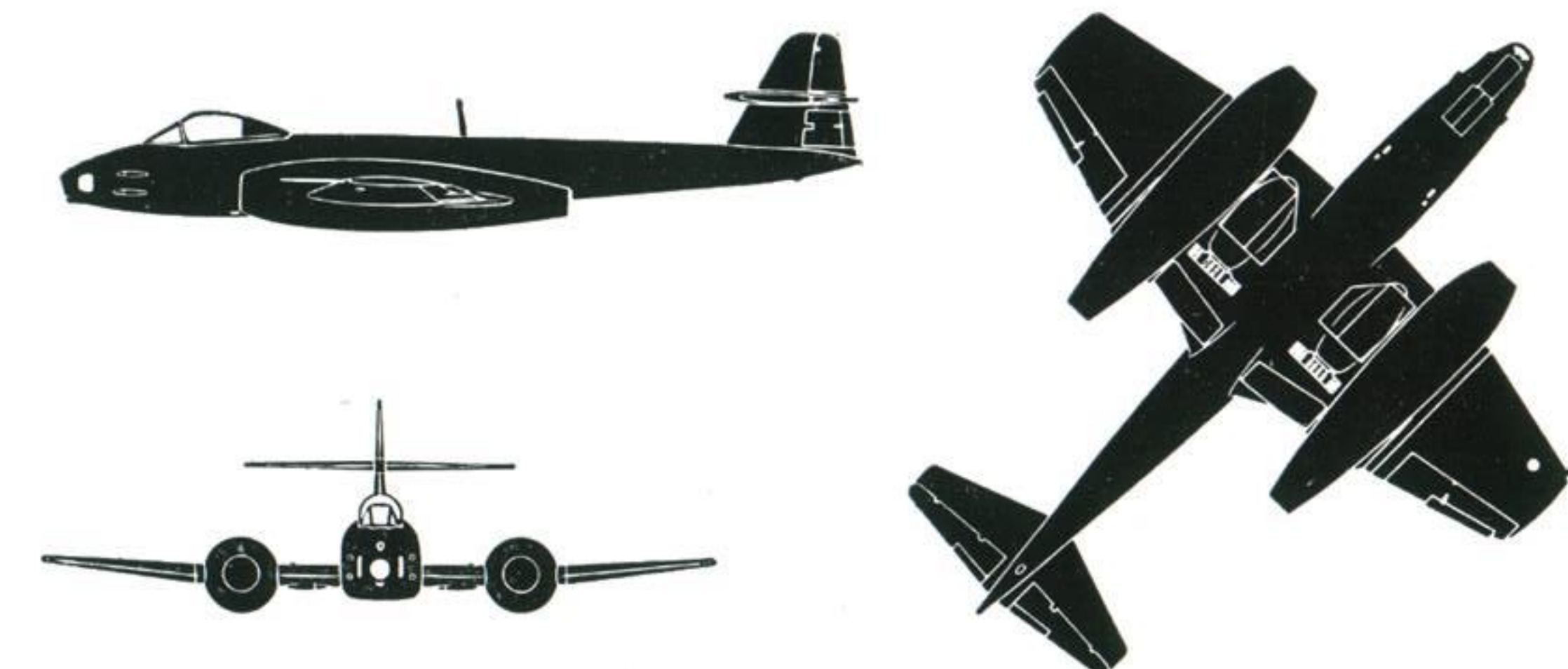
Recognition : same as Mk.8 but with redesigned nose with downward facing and side windows.

Function : single-seat fighter reconnaissance.

Span : 37 ft. 2 ins. Length : 45 ft. 4 ins.

Engines : 2 R.R. Derwents

Armament : same as Mk.4.



Meteor PR Mk.10

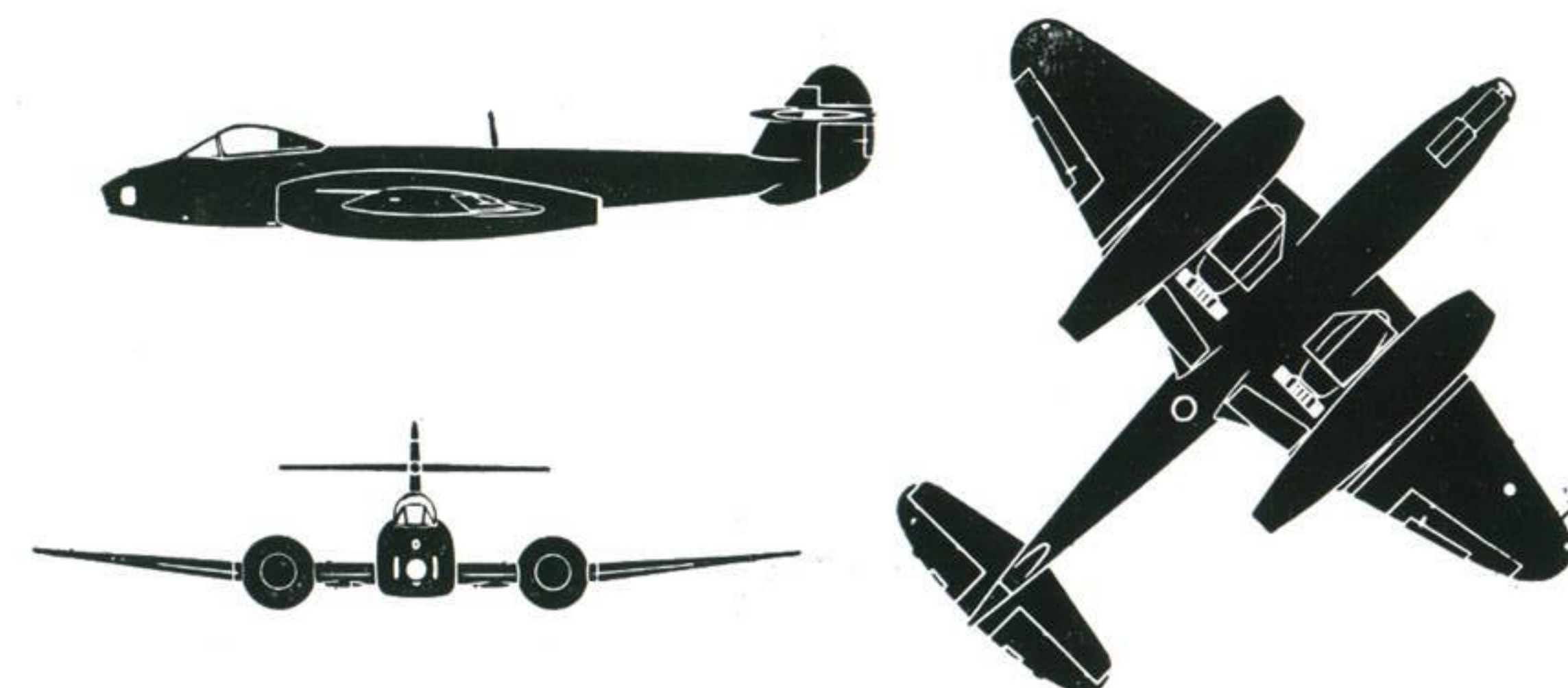
Recognition : long span tapered wings, Mk.4 type tail unit, nose similar to Mk.9

Function : single-seat high-altitude photographic-reconnaissance.

Span : 43 ft. Length : 44 ft. 3 ins.

Engines : 2 R.R. Derwents

No Armament.



Meteor NF Mk.11

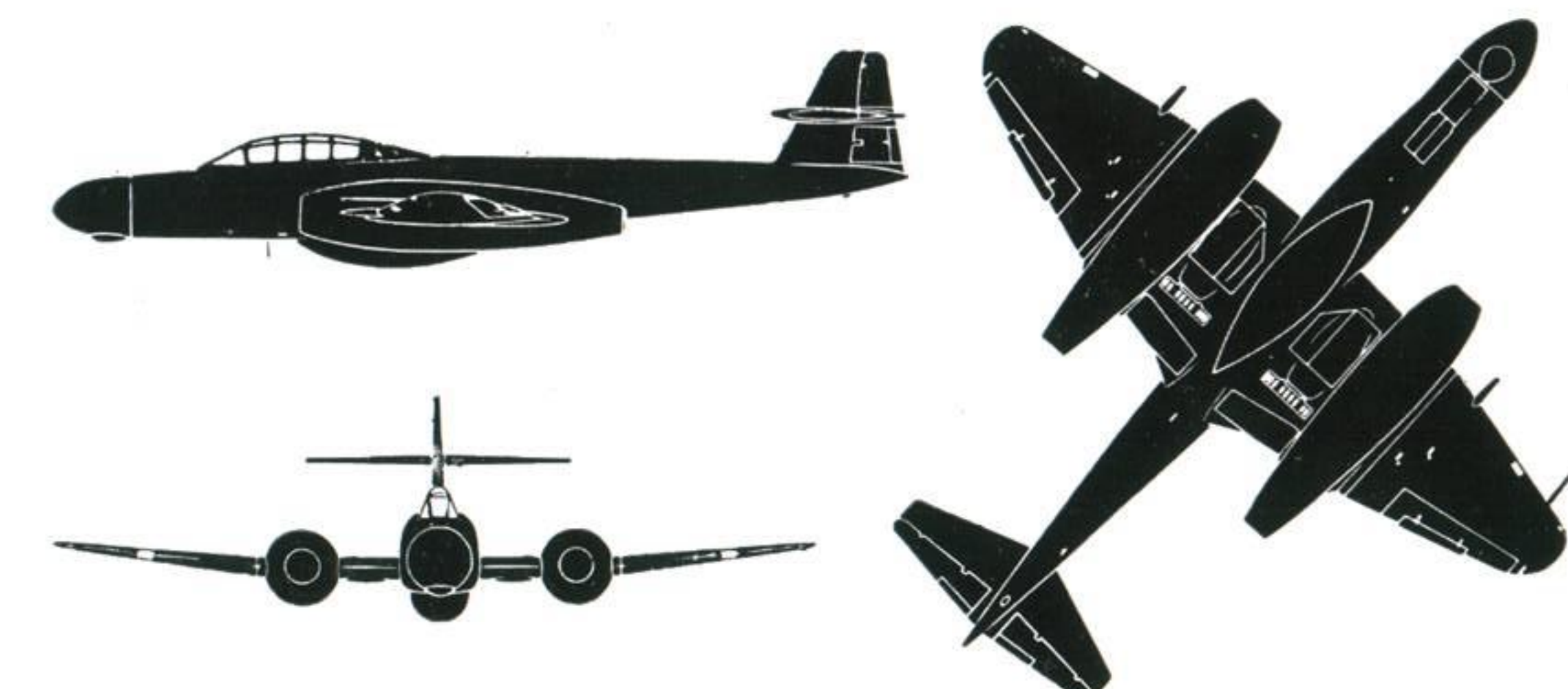
Recognition : long "broom-handle" nose, long cockpit canopy similar to Mk. 7, Mk.8 type tail unit.

Function : two-seat night fighter.

Span : 43 ft. Length : 48 ft. 6 ins.

Engines : 2 R.R. Derwents

Armament : four 20 m.m. cannon in wings outboard of engine nacelles.

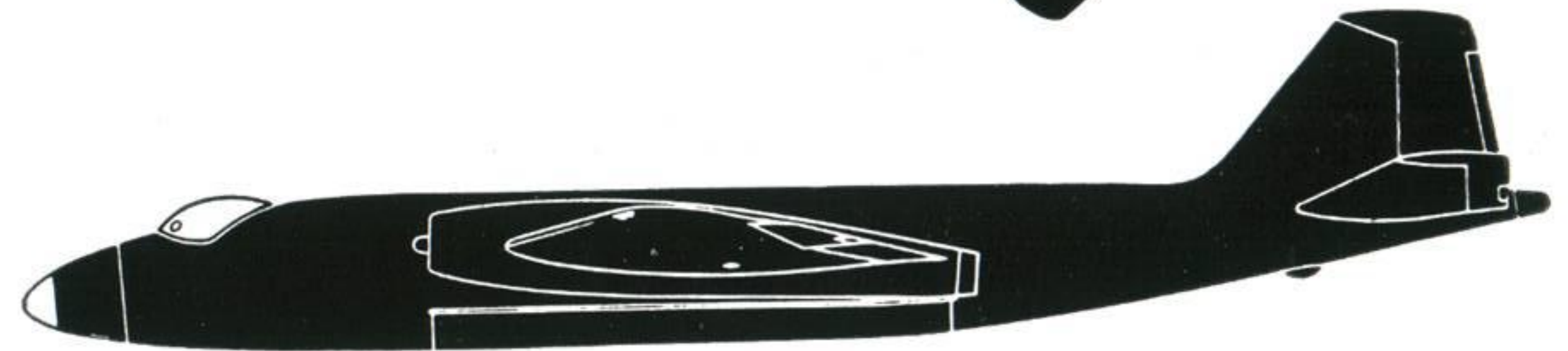
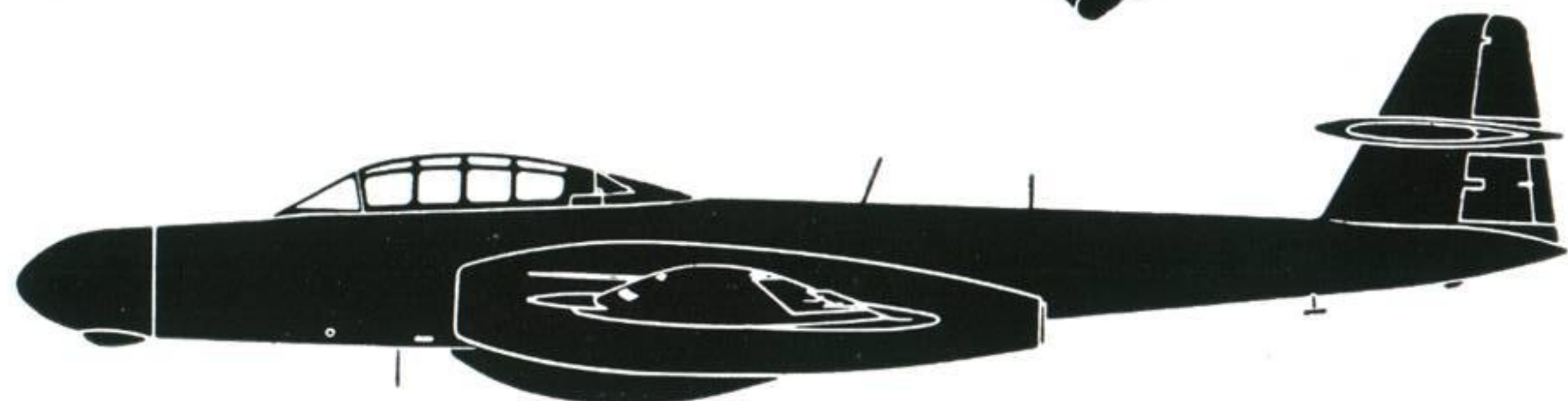
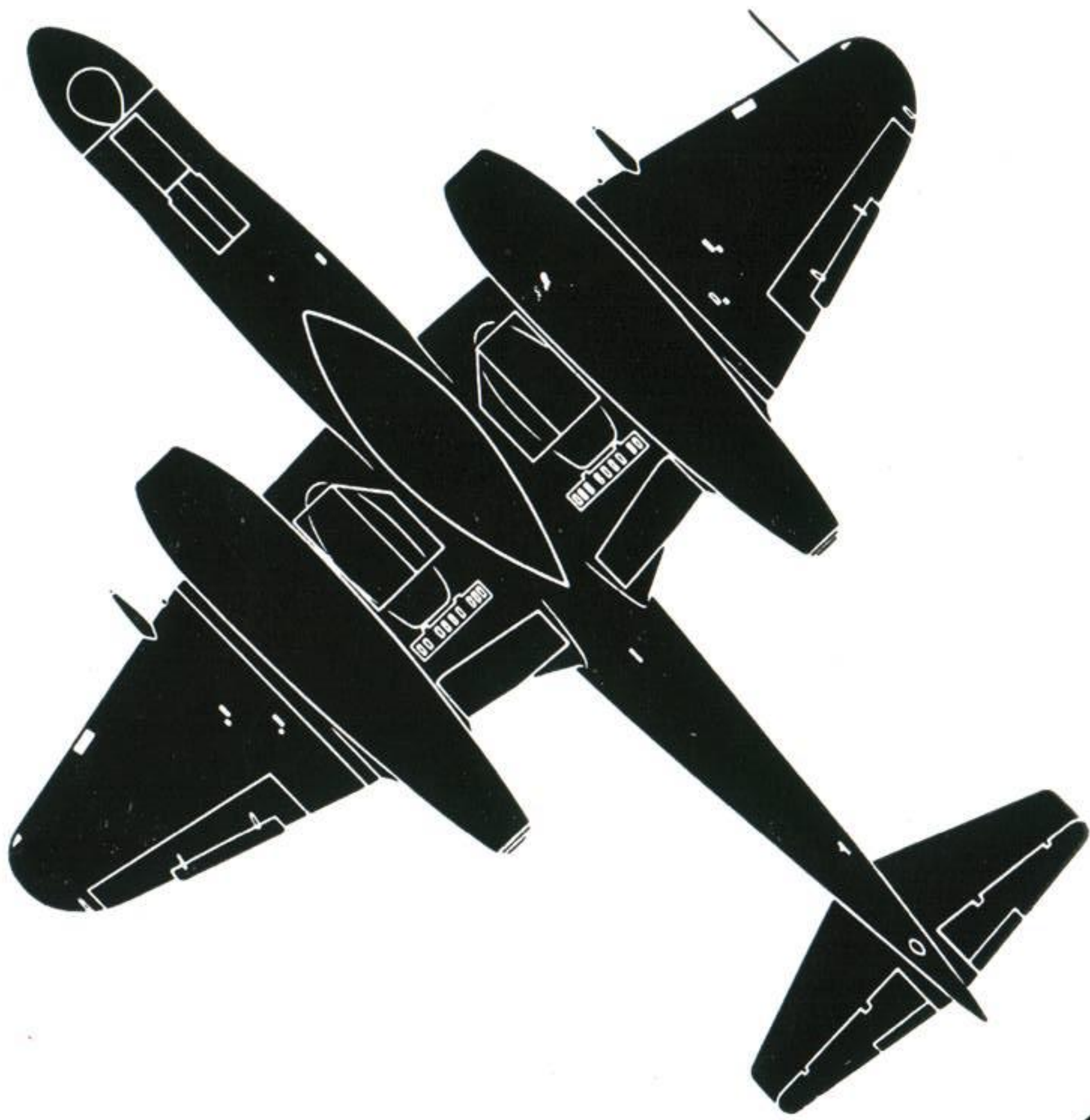
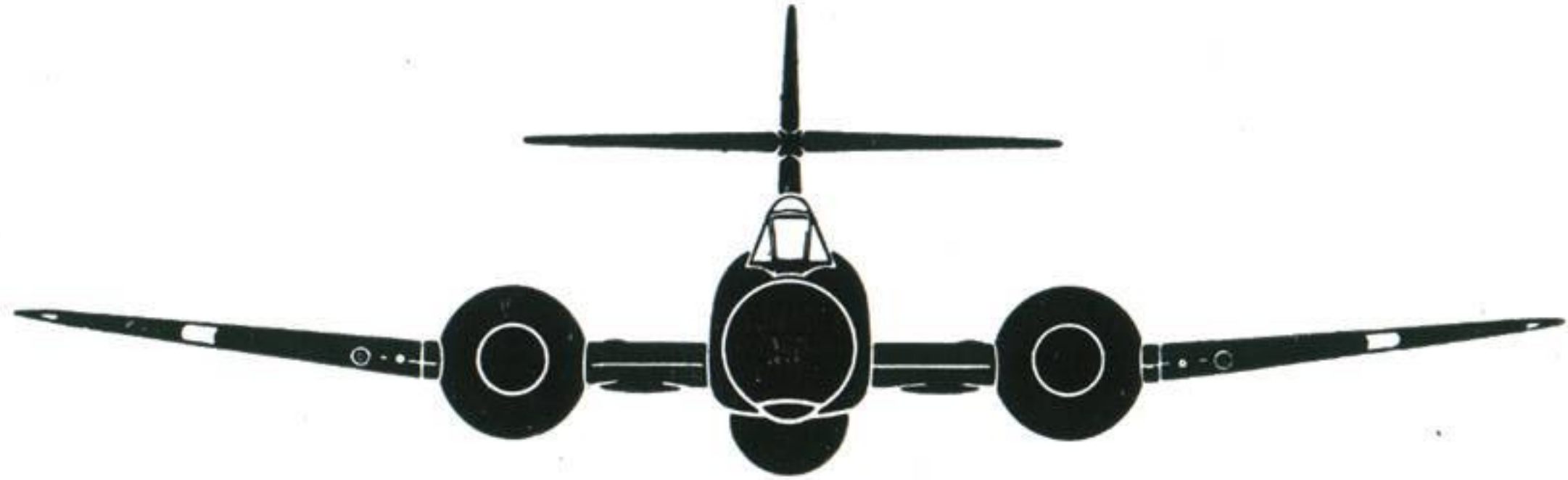


NOTE : all Meteors may or may not carry ventral and/or wing tanks.

NEW TWIN-TYPE JETS

METEOR NF Mk. 11

CANBERRA B Mk. 2



British Fighter

British Bomber

Engines : Two R.R. Derwent turbojets

Engines : Two R.R. Avon turbojets

Span : 43 ft. Length : 48 ft. 6 ins.

Span : 63 ft. 11 ins. Length : 65 ft. 6 ins.

Recognition Points :

Recognition Points :

Wings : low-set, dihedral and equi-taper on outer panels, duo-curve tips.

Wings : mid-set, shallow dihedral, wide chord centre-section, marked taper on outer panels, blunt tips.

Engines : centrally mounted, large nacelles protruding fore and aft of wing.

Engines : centrally mounted close inboard, long slender nacelles little longer than wing chord.

Fuselage : long and slender with a "broom-handle" nose.

Fuselage : cylindrical, long pointed nose, upswept tail-cone.

Tailplane : "cross-tree" type, straight backward taper, square-cut tips.

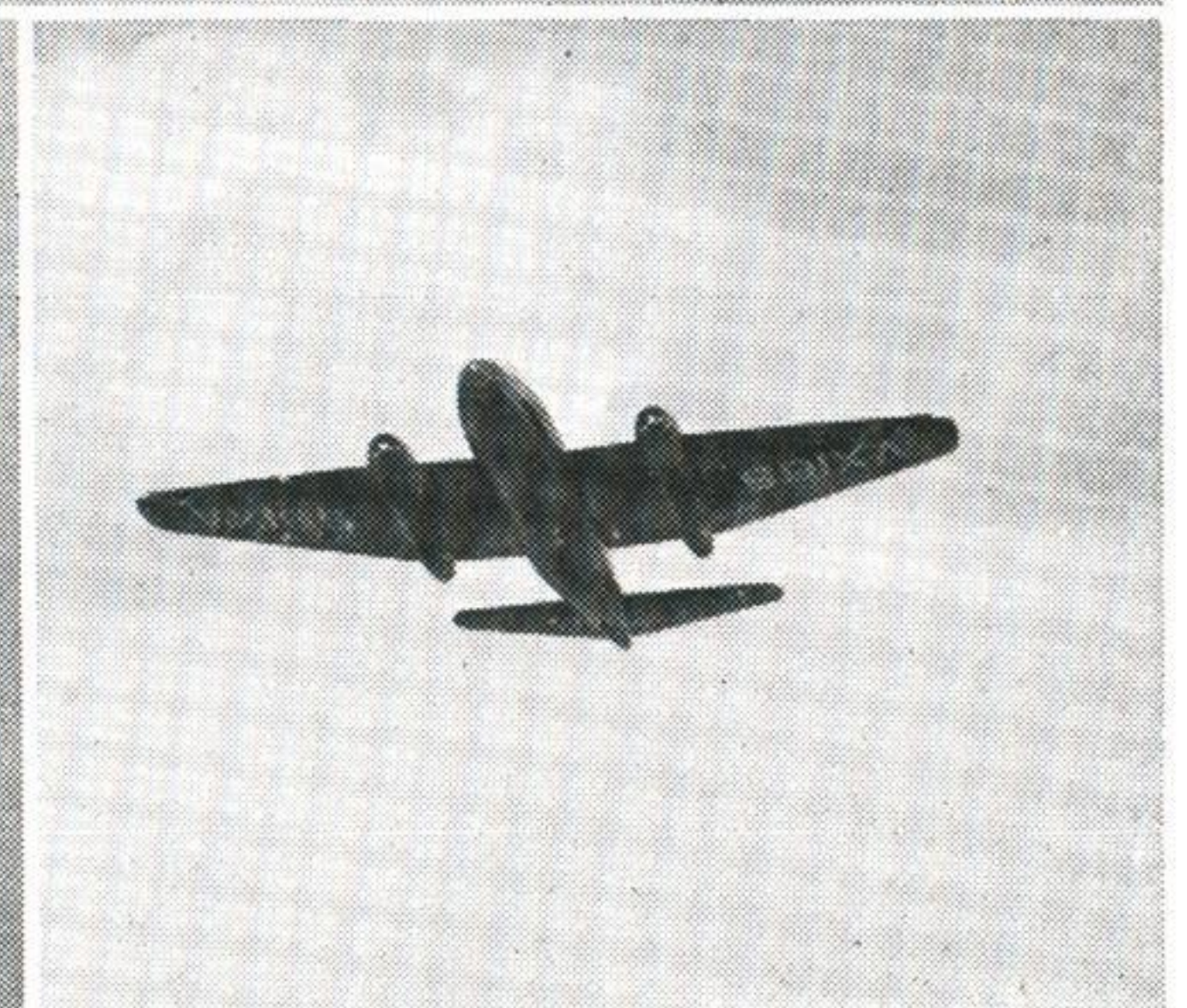
Tailplane : broad triangle with straight trailing edge, marked dihedral.

Fin and Rudder : straight-tapered, square-cut tip, fairing at junction with tail-plane.

Fin and Rudder : squat, sawn off, tapered back.

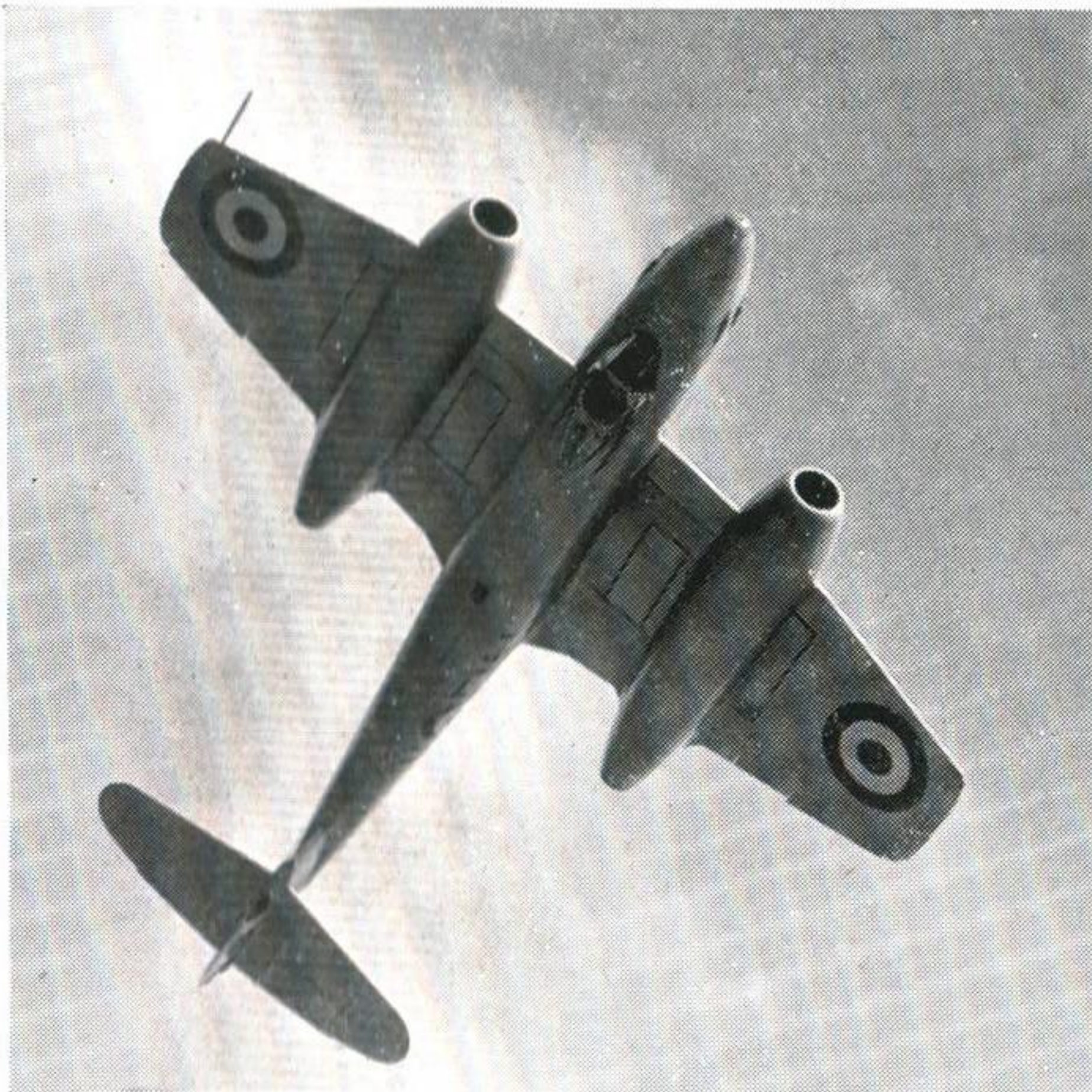
Detail : long cockpit canopy forward of wings, long-range tank under fuselage, cannon in wings outboard of nacelles.

Detail : perspex nose-piece, "bubble" cockpit canopy on nose, tail-cone extends slightly beyond tail unit.





Cover Photo : Gloster Meteors F Mk. 4 illustrate in form and shadow the effect of overhead lighting. Below, another Mk. 4 rolls into the sun.



SOLUTIONS TO RECOGNITION TESTS IN THIS EDITION:

ELEMENTARY

- 886. Balliol T Mk. 2
- 887. Varsity T Mk. 1
- 888. Wellington T Mk. 10
- 889. Valetta C Mk. 1
- 890. Hermes 4
- 891. Dove
- 892. Chipmunk T Mk. 10
- 893. Shackleton GR Mk. 1
- 894. Firefly FR Mk. 1
- 895. C-82 Packet
- 896. Hornet F Mk. 3
- 897. Sea Prince
- 898. Mosquito PR Mk. 34
- 899. Sea Hornet NF Mk. 21
- 900. Canberra B Mk. 1
- 901. Stratocruiser
- 902. F-84 Thunderjet
- 903. Meteor F Mk. 8
- 904. Seafury FB Mk. 11
- 905. Seafury T Mk. 20
- 906. Attacker F Mk. 1

ADVANCED

- 22. Rapide
- 23. Athena T Mk. 2
- 24. C-119 Packet
- 25. Hornet F Mk. 3
- 26. F9F Panther
- 27. Marauder
- 28. Meteor T Mk. 7
- 29. Auster 6
- 30. Air Horse
- 31. Constellation
- 32. Meteor F Mk. 8
- 33. Dakota
- 34. Canberra B Mk. 1
- 35. Spitfire PR Mk. 19
- 36. Comet
- 37. Buckmaster T Mk. 1
- 38. B-47 Stratojet
- 39. Firefly FR Mk. 1
- 40. Barracuda TBR Mk. 5
- 41. Halifax A Mk. 9
- 42. F4U Corsair

SEMI-SILLOGRAPHS

- 959. Mosquito B Mk. 35
- 960. Firebrand TFB Mk. 5
- 961. Sturgeon TT Mk. 2
- 962. Meteor NF Mk. 11
- 963. Vickers 510
- 964. Balliol T Mk. 2
- 965. B-50 Superfortress
- 966. Vampire FB Mk. 5
- 967. Fairey 17
- 968. Tiger Moth
- 969. Chipmunk T Mk. 10
- 970. Blackburn Universal

AEROGRAM

Lock the van Rosa = Avro Shackleton

WRECK-COGNITION

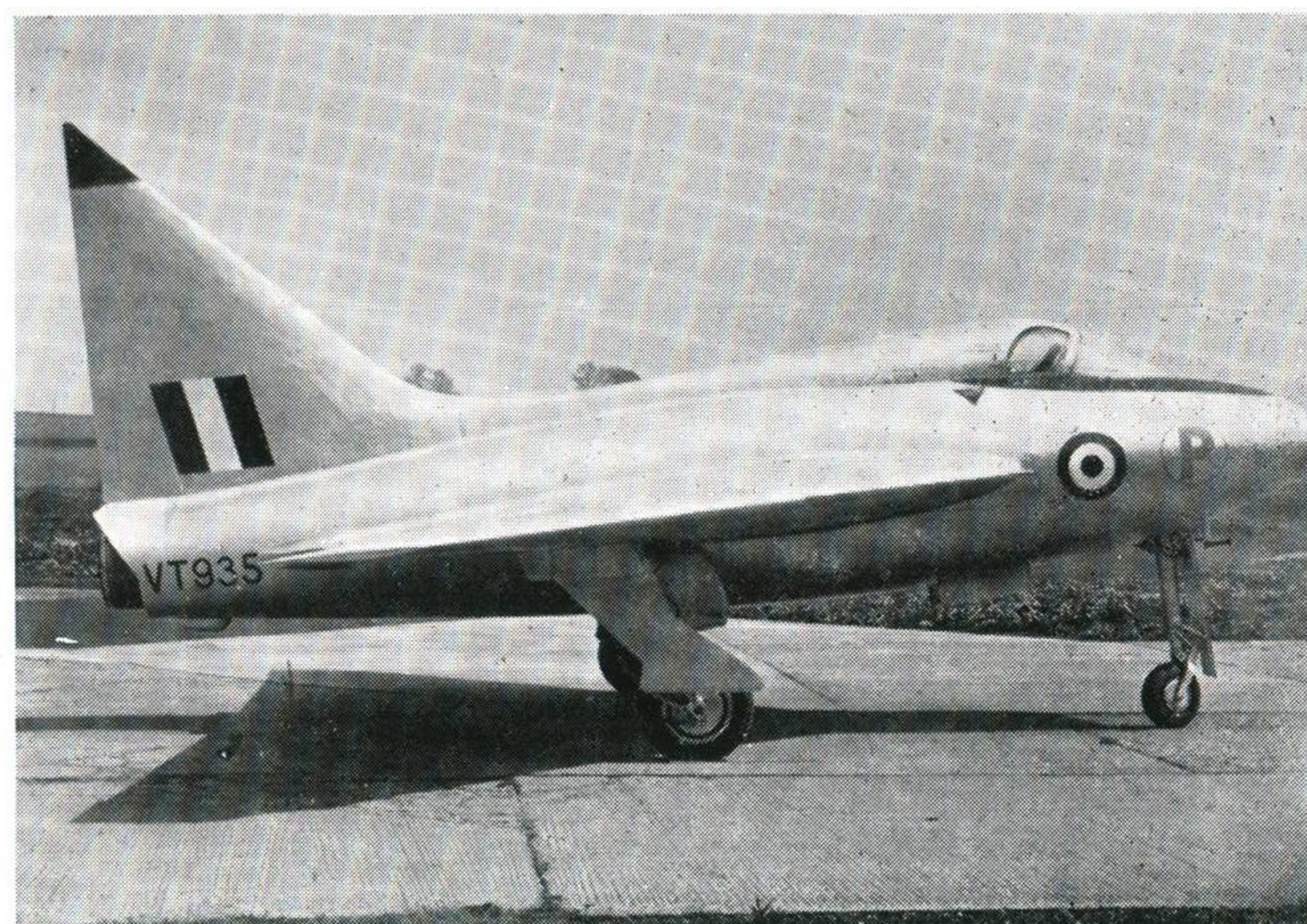
TU-2

Answers to Twenty Questions :

- 1. Packet.
- 2. Ashton.
- 3. 115 ft.
- 4. Long like a broomhandle.
- 5. Varsity.
- 6. Supermarine.
- 7. Corsair.
- 8. External wing tanks.
- 9. No—underslung.
- 10. Yes.
- 11. Fairey 17.
- 12. Sapphires.
- 13. Universal Freighter.
- 14. XC-120 Packplane.
- 15. Yes.
- 16. Yes, but only slight.
- 17. Two.
- 18. High set and close in to the fuselage.
- 19. YAK-3 or 9.
- 20. 50 ft.

TRICKY TRIO

Left to right : DC-6, Hermes 4, TU-70

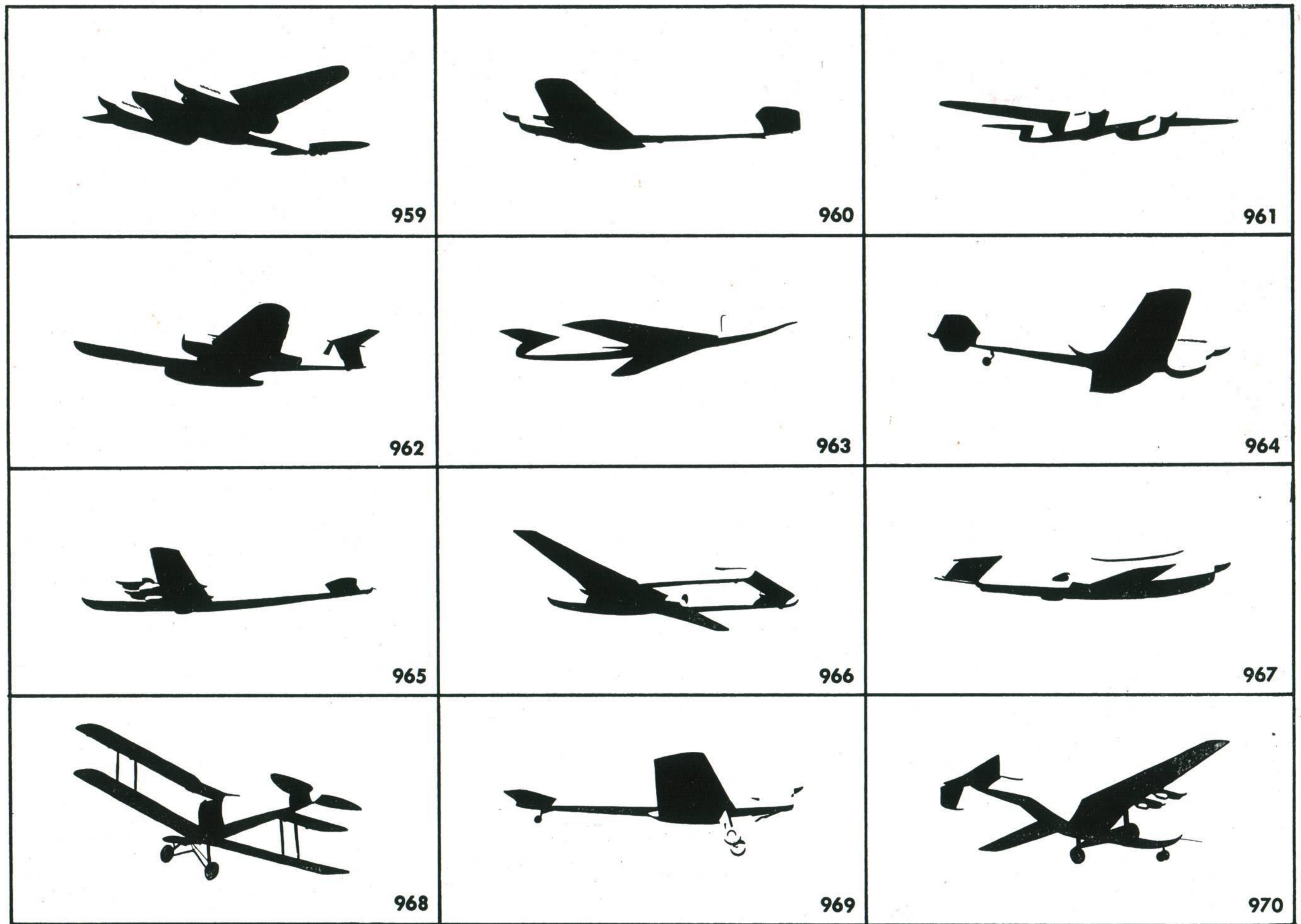


Boulton Paul P.111. Not a new form of lino cutter, but the latest delta-wing high speed research aircraft designed and built by Boulton Paul. The P.111 is a single-seater powered by a Rolls-Royce Nene turbojet. Span is 33 ft. 6 ins.

TRICKY TRIO



SEMI-SILLOGRAPHS (Answers on inside of this cover)



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