JOINT SERVICES

RECOGNITION

Journal



Vol. 6 OCTOBER 1951 No. 10

VENOM

Night Fighter by De Havilland

OCTOBER 1951 Vol. 6. No. 10

JOINT SERVICES

RECOGNITION JOURNAL

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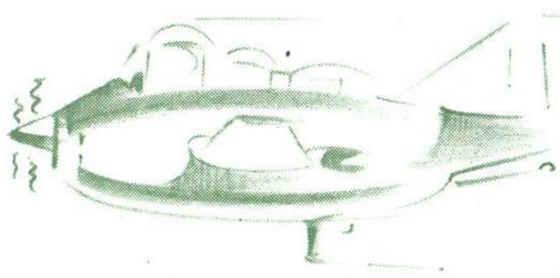
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Some Farnborough Facts —and Fancies



FARNBOROUGH produced some inspiring aeroplanes this year ; particularly from the point of view of shape. But even in these times, when " exaggerated " aeroplane shapes are " normal," so to say, designers still leave room for us to put a touch or two of emphasis on visual characteristics. At least we thought they did until we started on the Valiant. But so far, for some reason or another, it refuses to be drawn out into anything but its own simple set of shapes, in balance, in harmony. It is, in fact, a " natural."



Not so with the 535—so like the Swift it is said : with its little tufted tail, large, barb-like wing, it needed a little emphasis to bring out its fierce, nose-down prowling character.

What's in a name ? We thought the Gannet looked far from being a gannet. We thought it looked like a rum keg—not *too* rum, but certainly keg. Albeit, it was a very nimble one and a very earnest and business-like one may we add. But where will they put the *next* cockpit ?



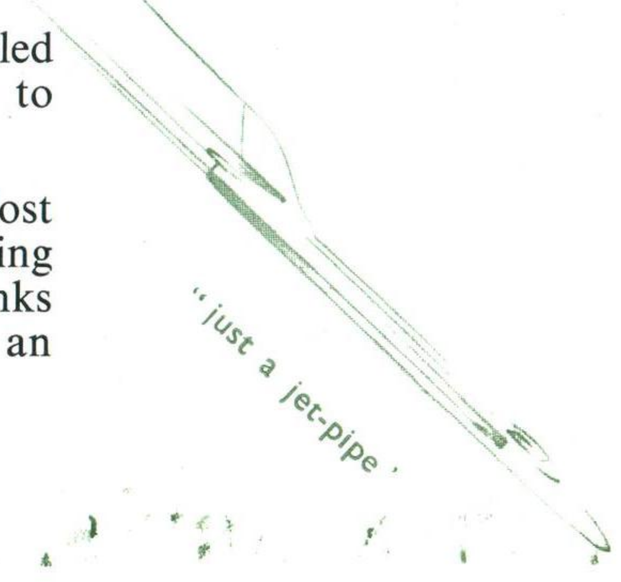
May we be forgiven for suggesting that the Hawker P.1067 is nothing more than a long, winged jet-pipe—and it goes like one.

The Wyvern looking puffed up and proud, howled fiercely overhead changing, with *élan*, from prop to prop. By no means a reluctant dragon this.

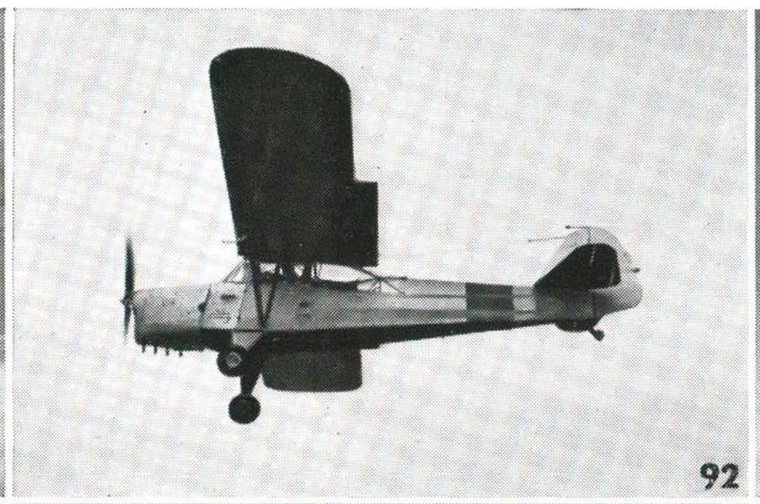
The Meteor N.F.11 seems definitely to have lost touch with its family. Its very long nose—for making very short work of enemy bombers—and tip-tanks on the end of a larger spread of wing have created an entirely new line in Meteors.

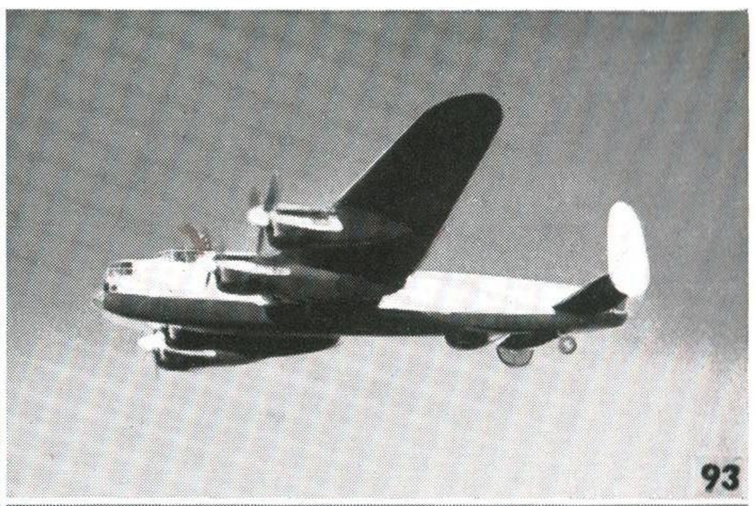




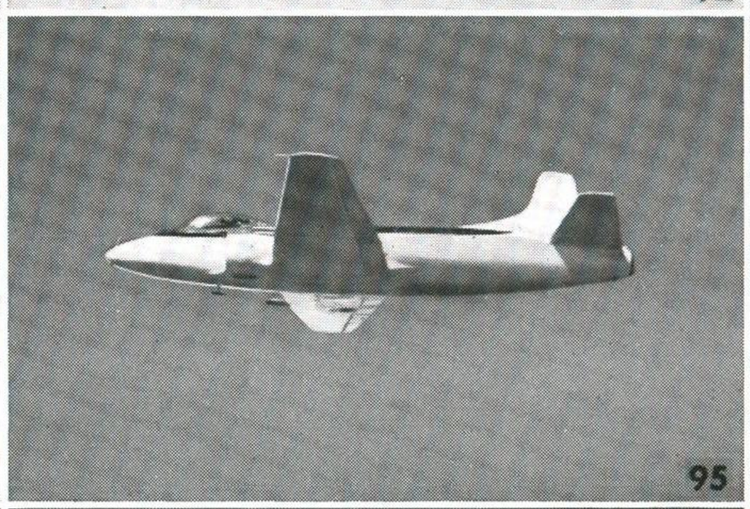


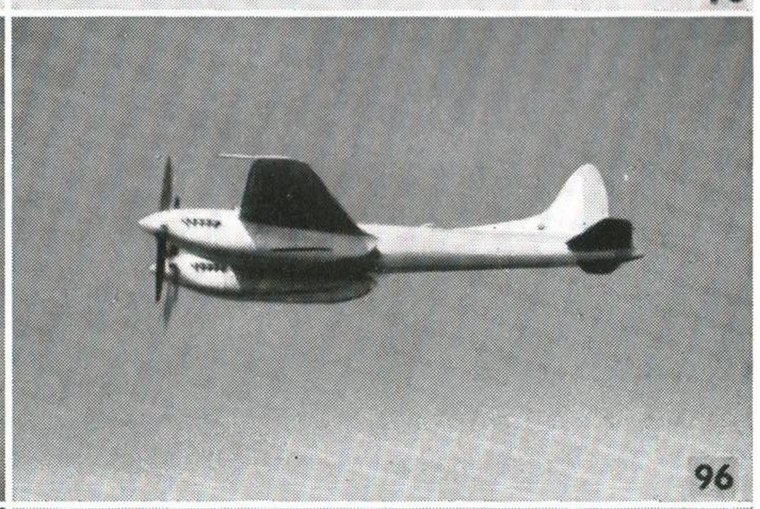

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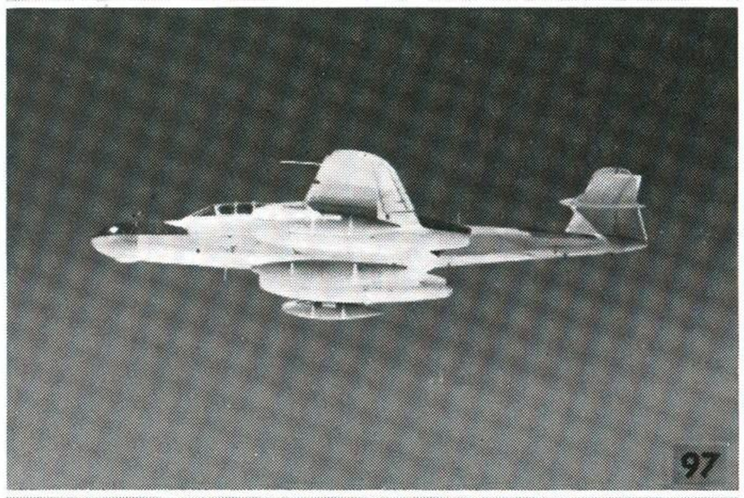

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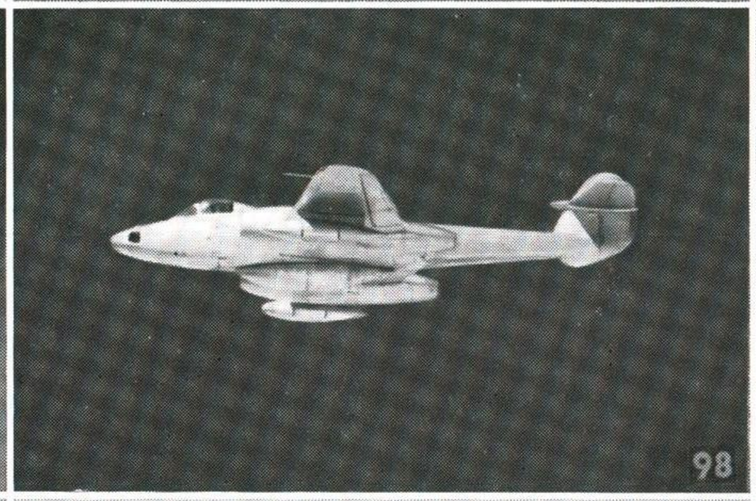

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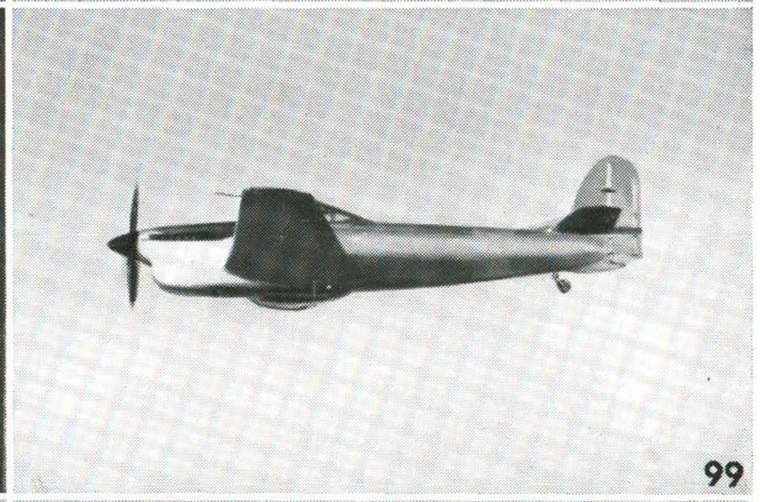

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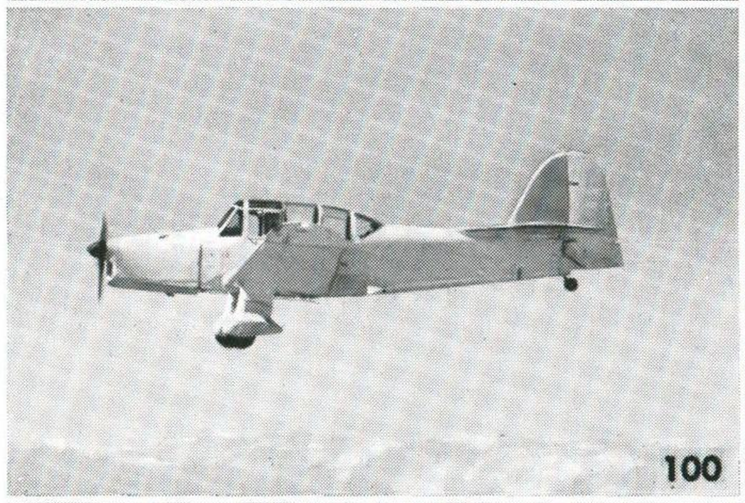

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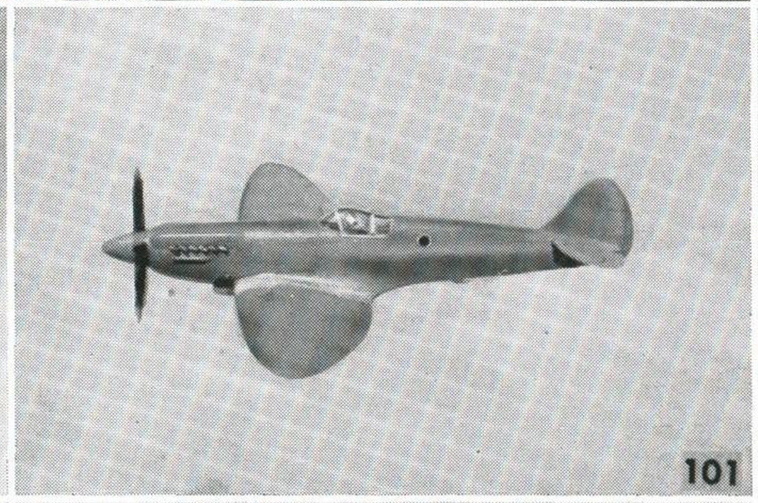

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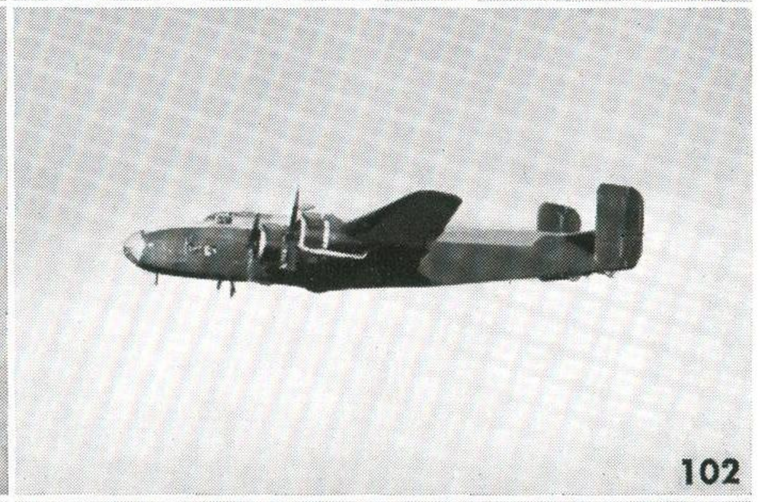

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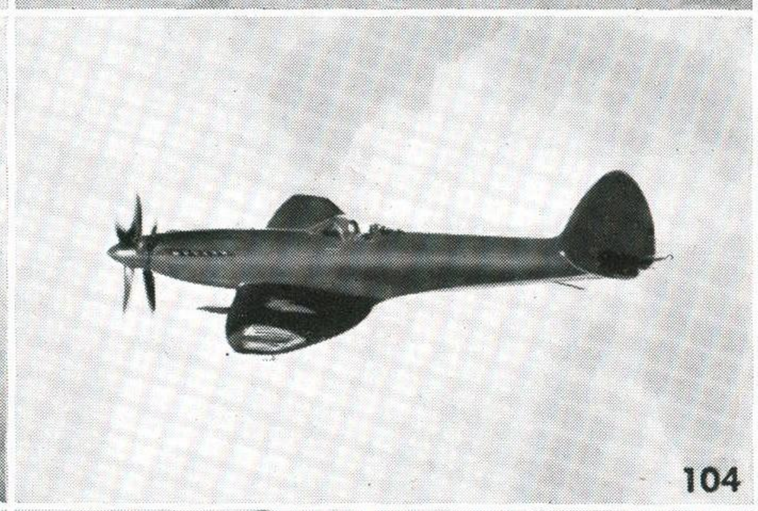

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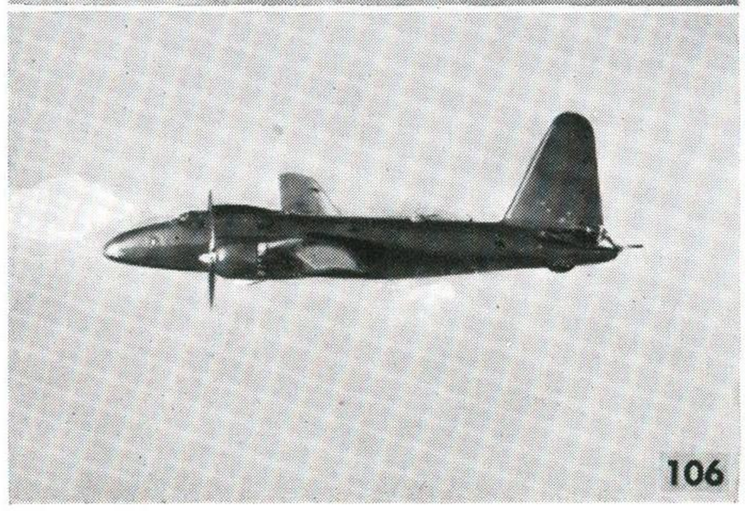

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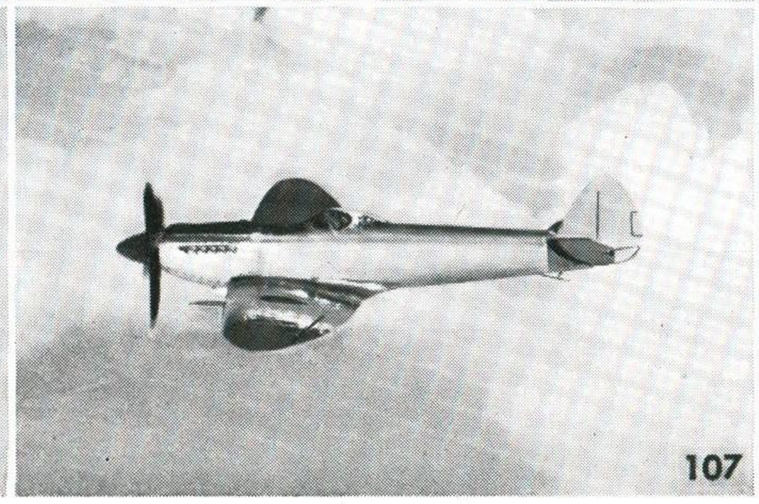

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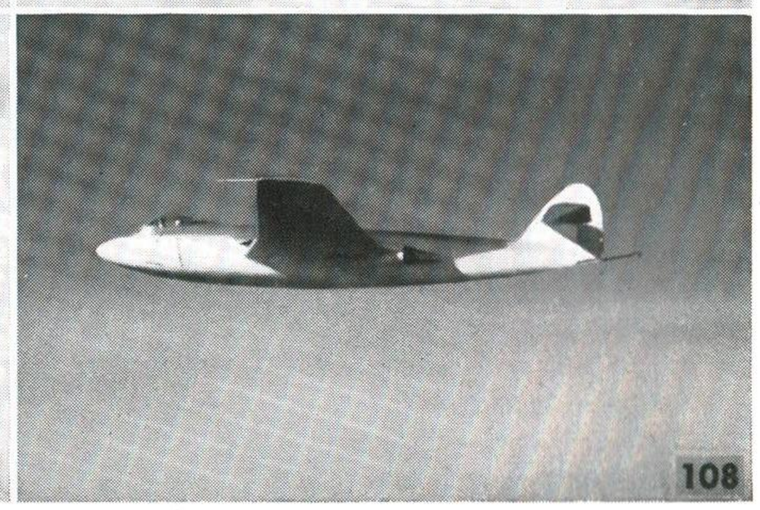

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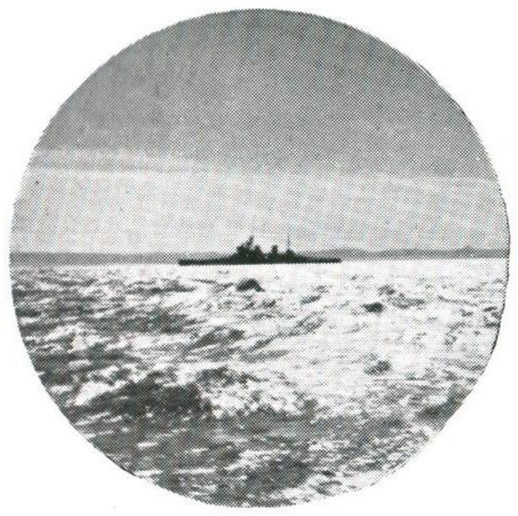

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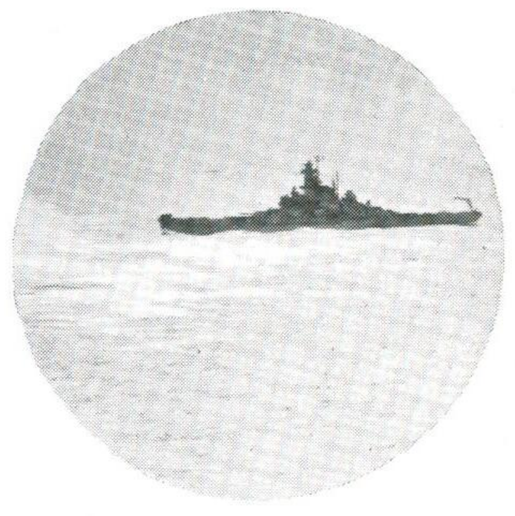

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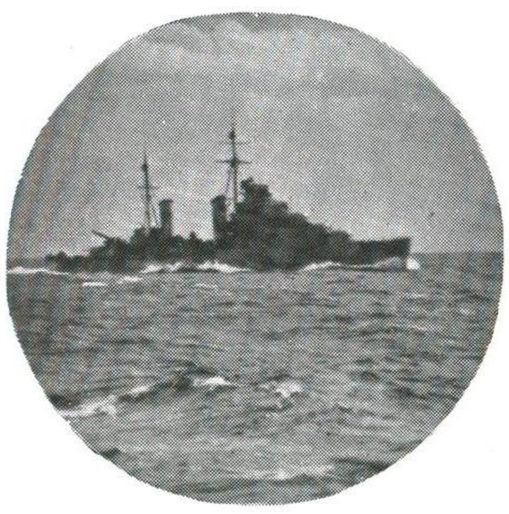
SUBMARINER'S SHOTS



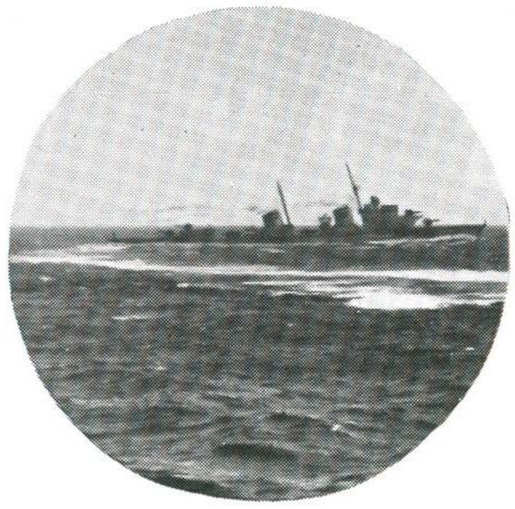
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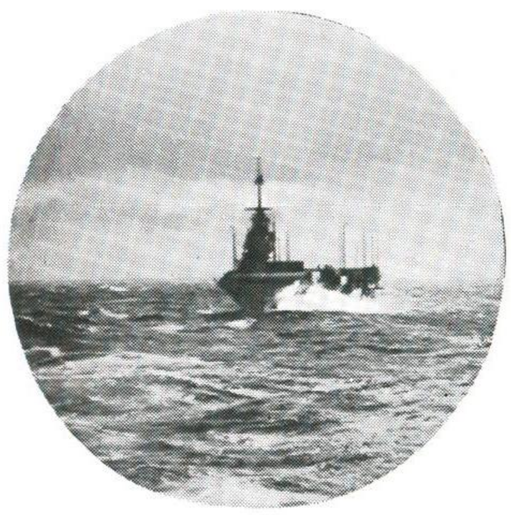
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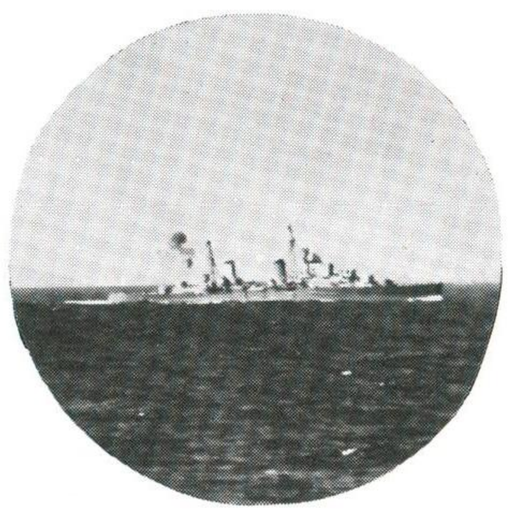
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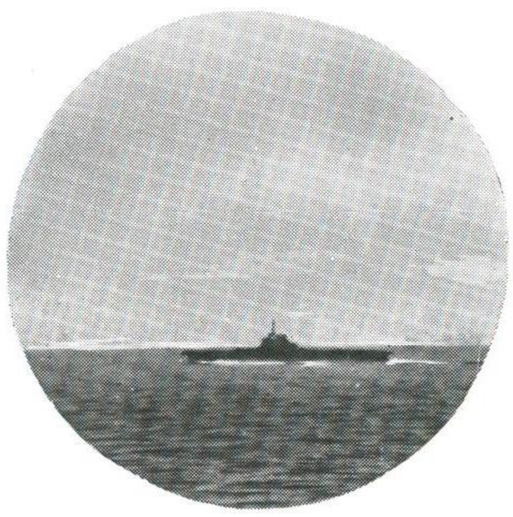
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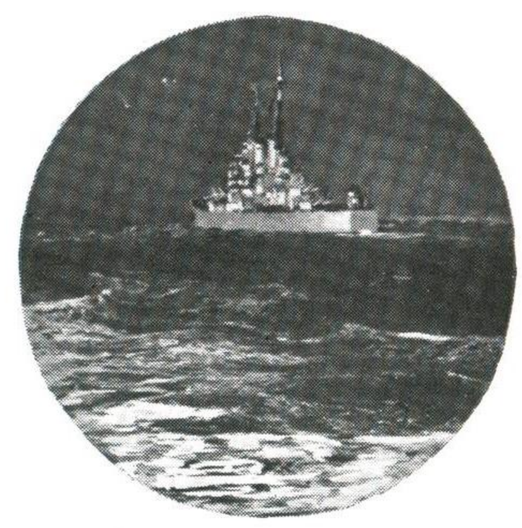
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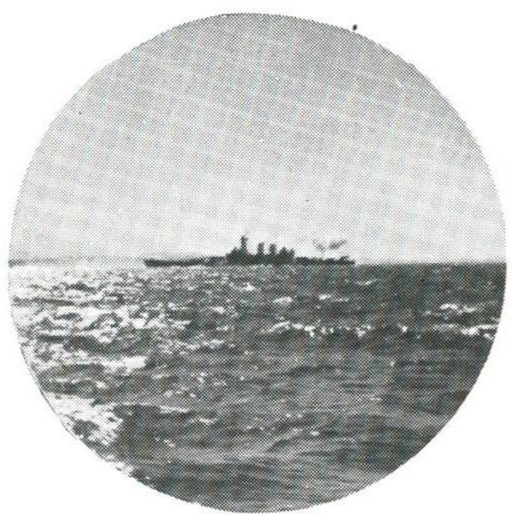
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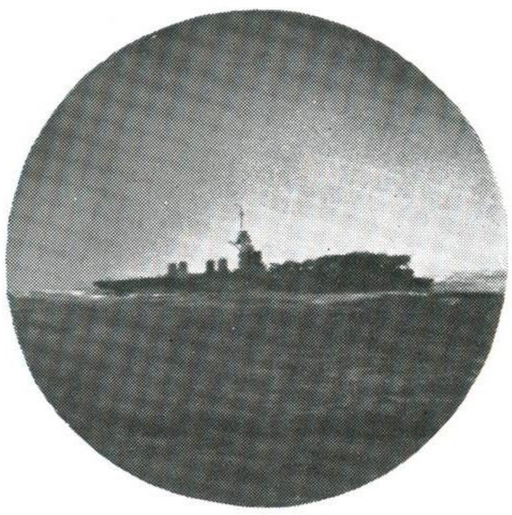
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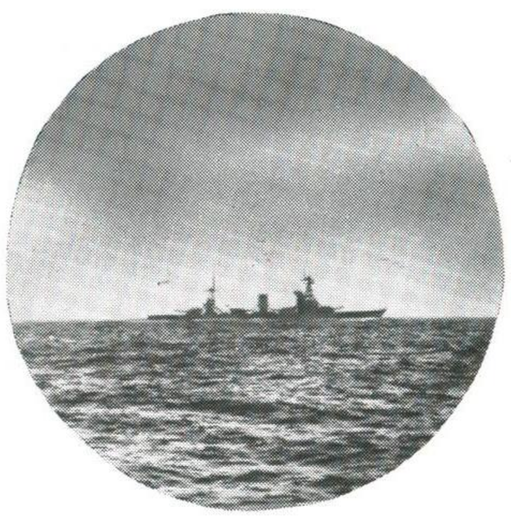
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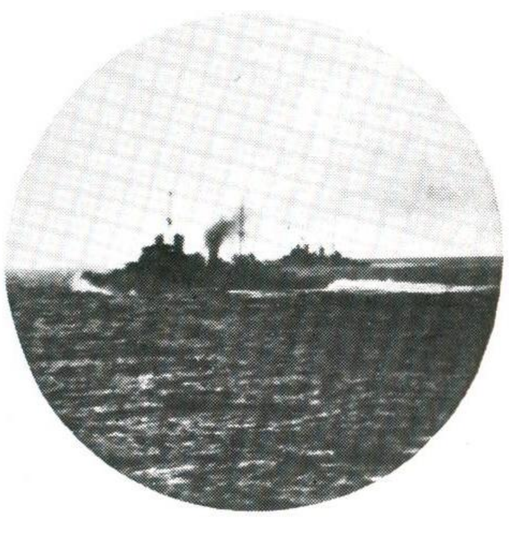
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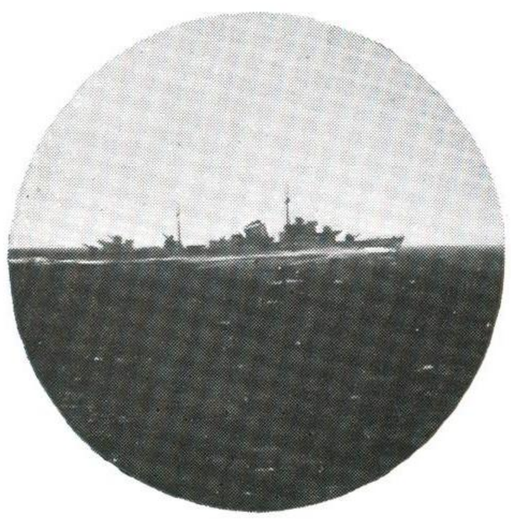
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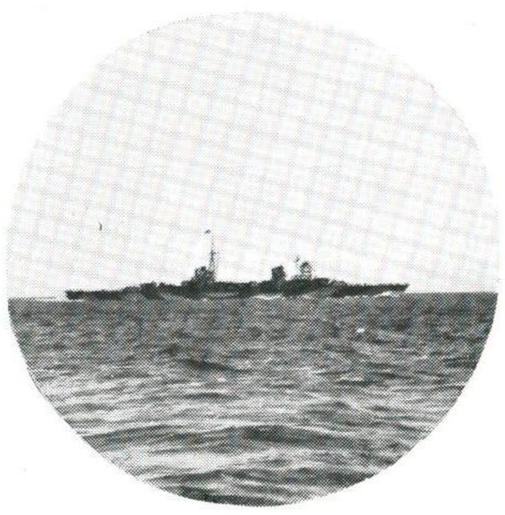
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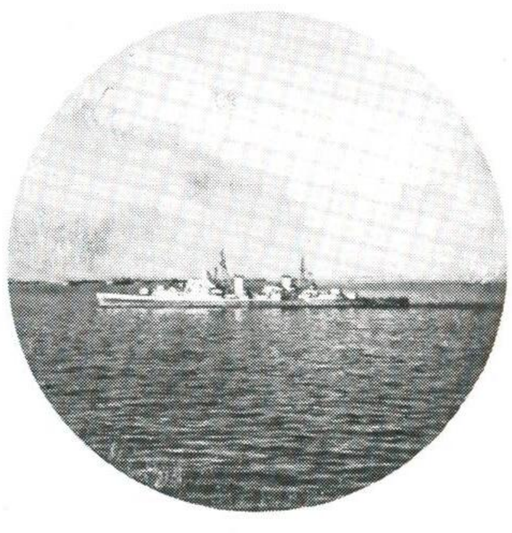
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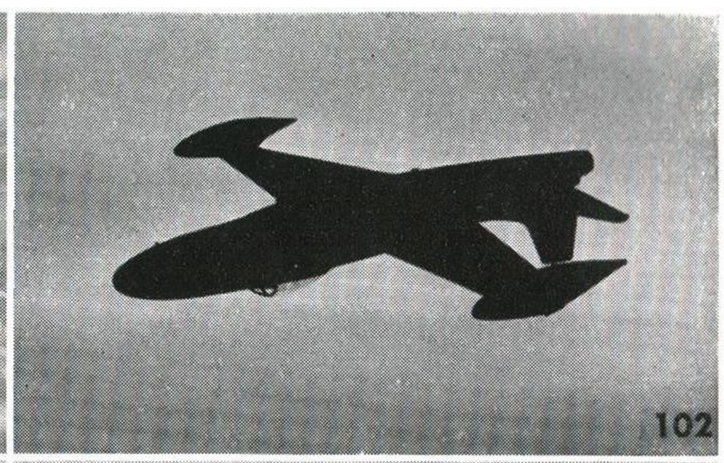
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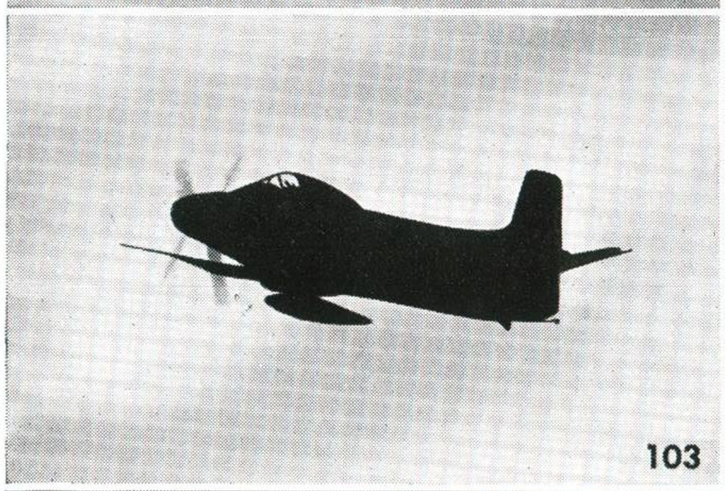


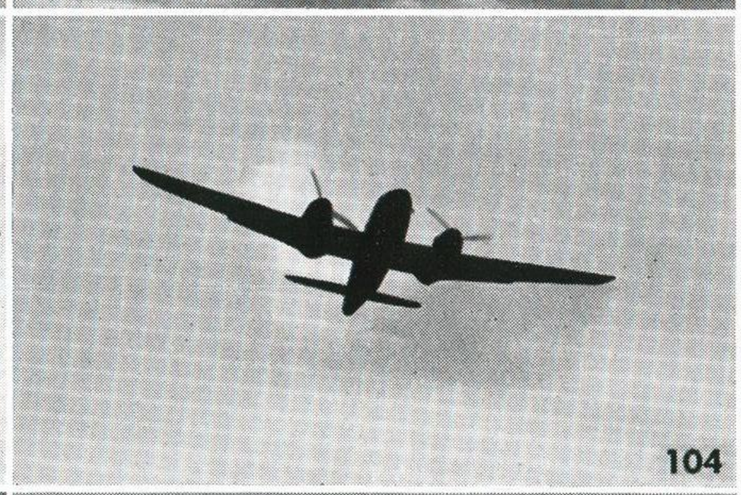
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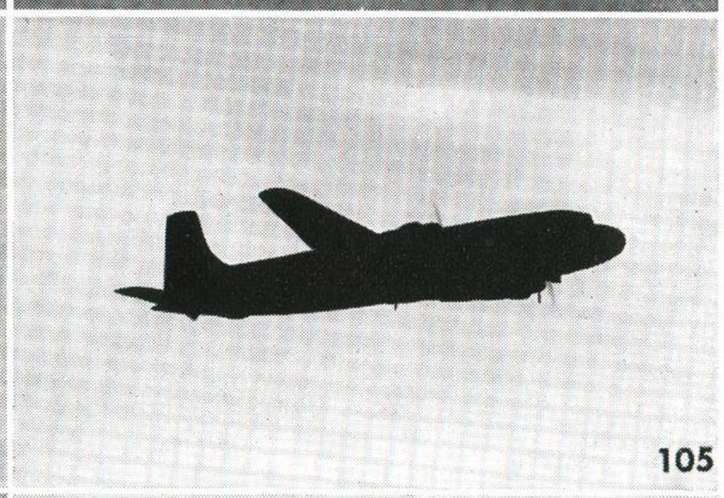

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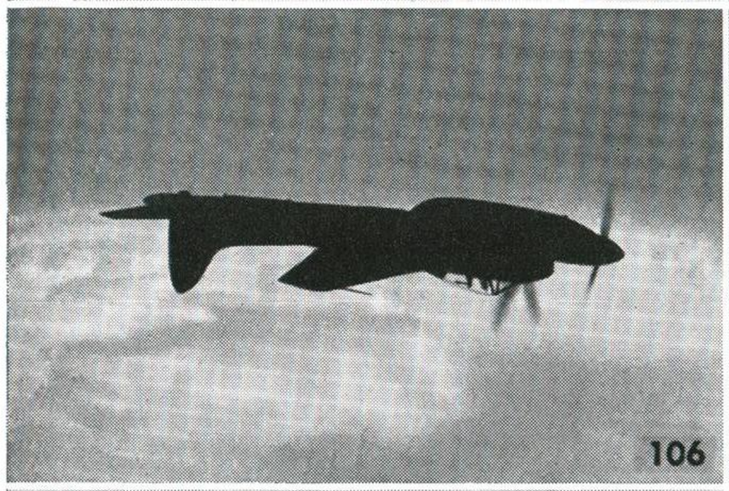

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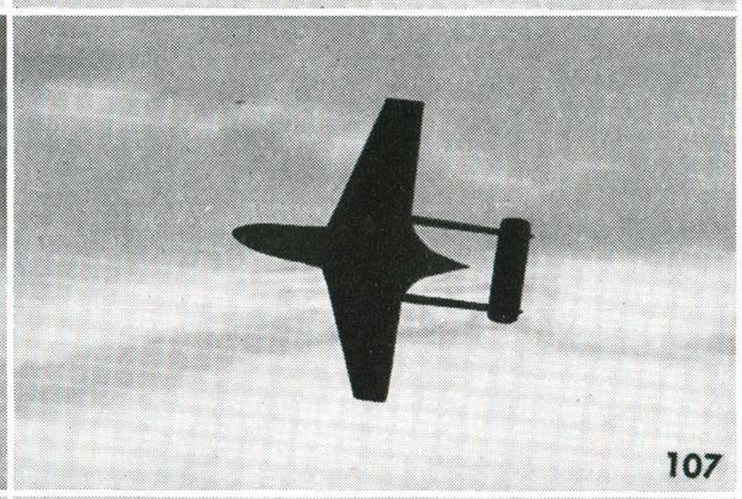

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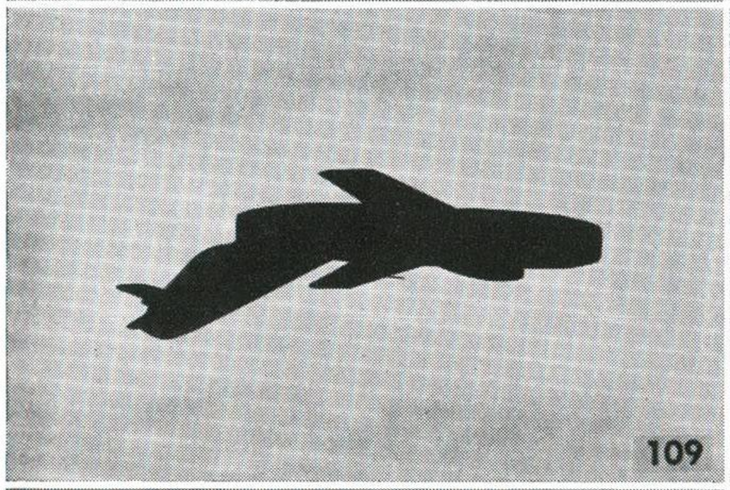

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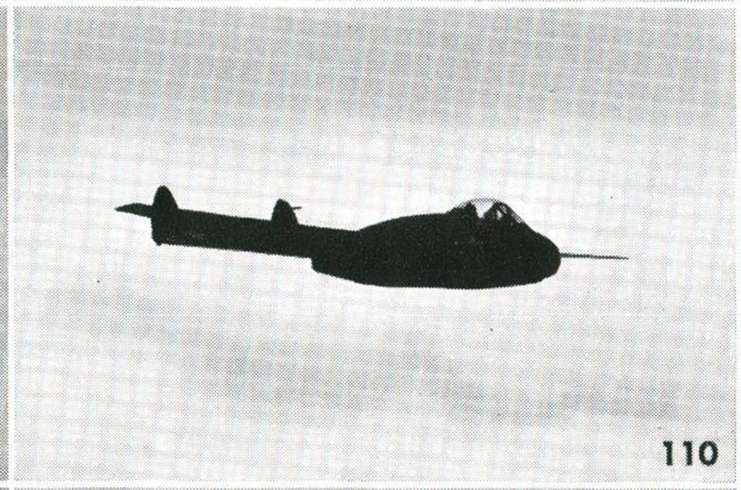

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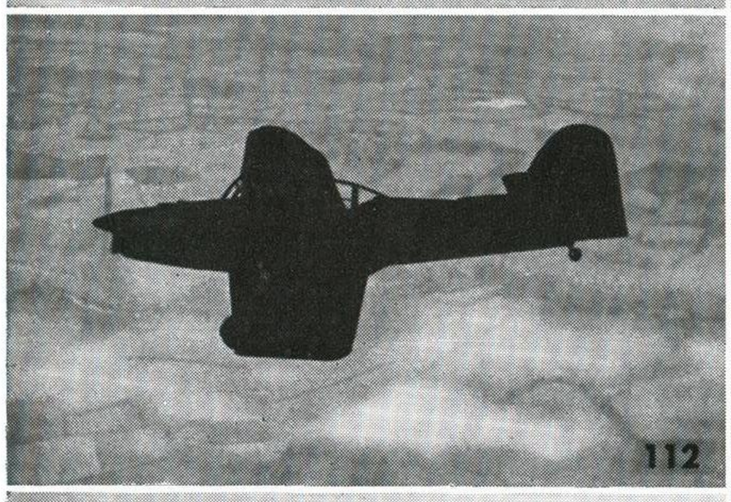

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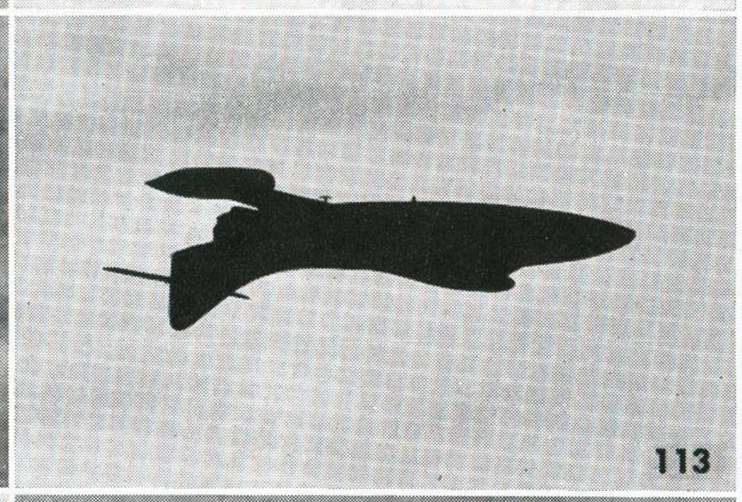

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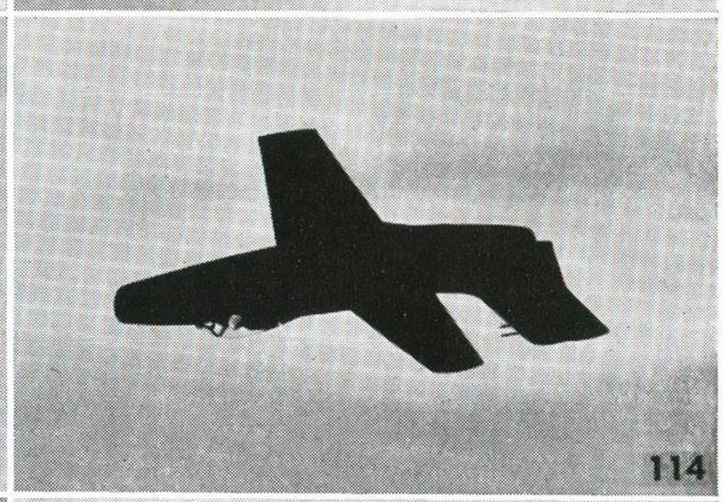

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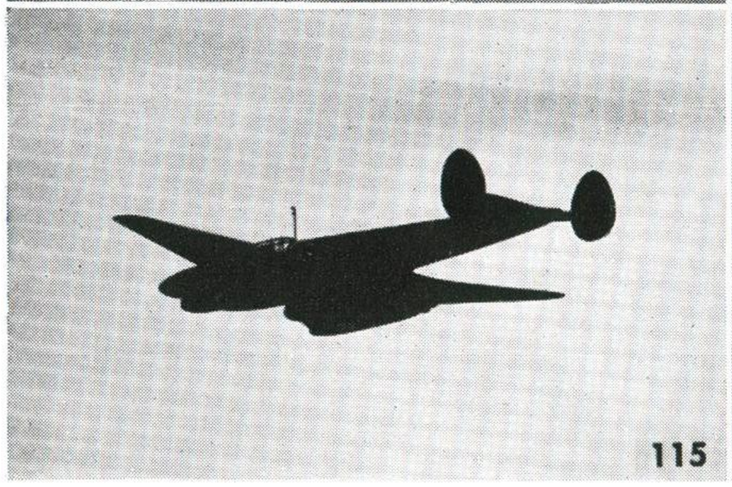

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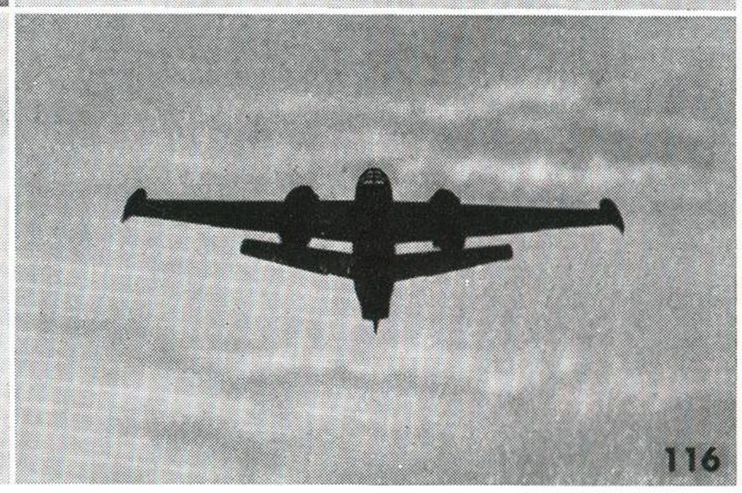

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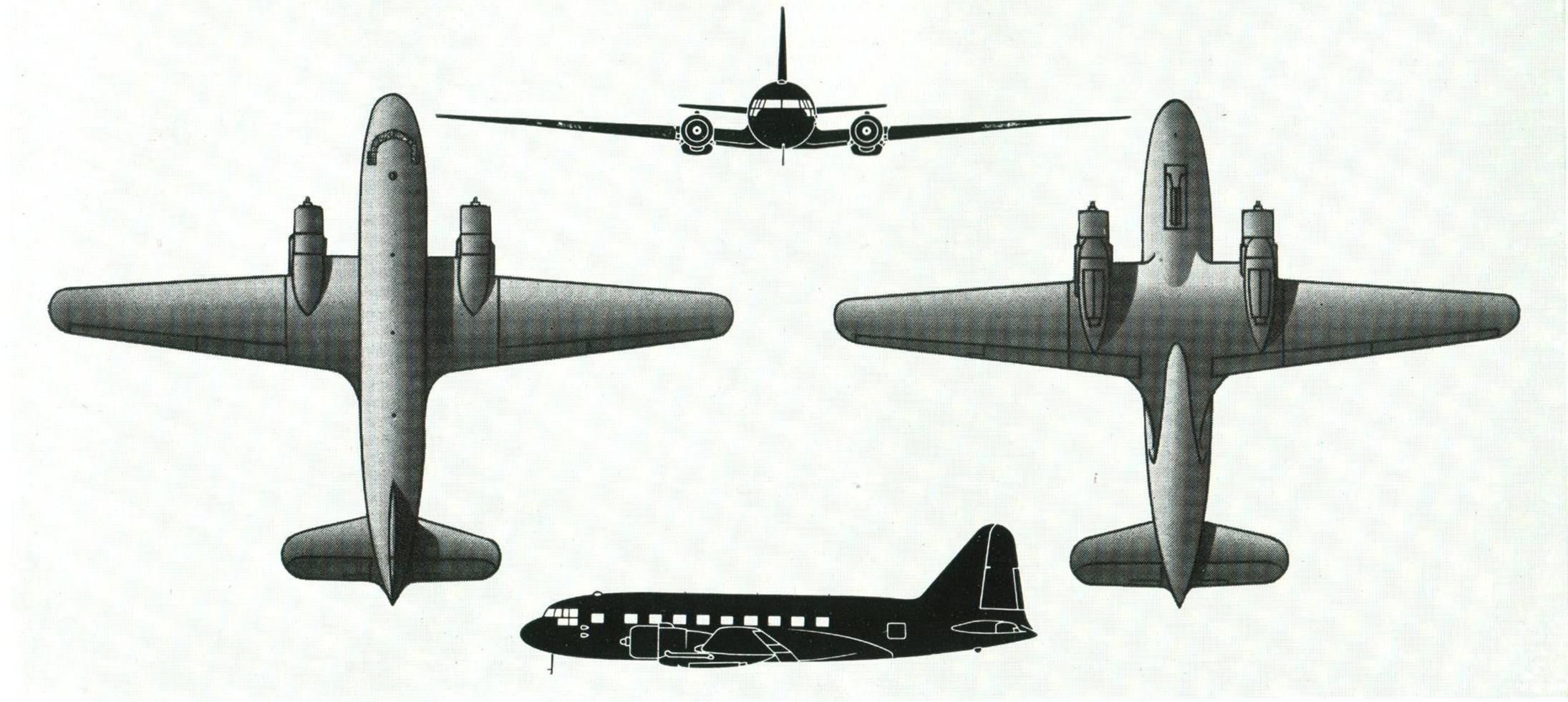

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SILLOGRAPHS **DO NOT** invert the page to identify the inverted shapes! The unfamiliar aspect of the inverted image demands greater concentration. Greater concentration means that the shape will be impressed more thoroughly. All who claim proficiency in spotting should know their aircraft shapes "standing on their heads."



CHARACTER STUDY—ILYUSHIN IL-12

THIS Ilyushin designed foreigner is to our eyes something of a hybrid. Like many hybrids it lacks distinctive character overall, but does display certain details of note.

The IL-12 is a conventional twin-motored low-wing transport with single fin and rudder. In flight it is a plump fuselaged affair with small, pointed snout quickly giving way to a thick nose section, and continuing aft in a slowly tapering form. Side-view fatness is enhanced



on some models by the dorsal fin ; plan view corpulence by the considerable girth of the section aft of the wings and the pronounced fillets.

The fin and rudder combine is straight-sided and round-topped and the trailing edge drops right down to a small tail cone.

The wings have high aspect ratio equi-tapered shapes with full rounded tips, and there is a marked extension of the centre-section forward. The wings are set well back on the fuselage, giving great prominence to the great fat nose. Pronounced rear fillets help to thicken out the whole machine in the centre. The tail plane challenges comparison with the wings, the former looking optically large in proportion. It is a full-bodied shape with bold rounded tips.

Engines, despite the narrow wings, look small and are thrust well out in front. They are set high in the wings with nacelles merging with the upper surfaces of the wings well in front of the trailing edge.

In all, a plump fellow with narrow wings on large tail, and, incidentally, it sits somewhat primly on a tricycle undercarriage when not in flight beyond the Iron Curtain.

Main figures for the IL-12 are—

Span : 100 ft.

Length : 74 ft. 3 ins.

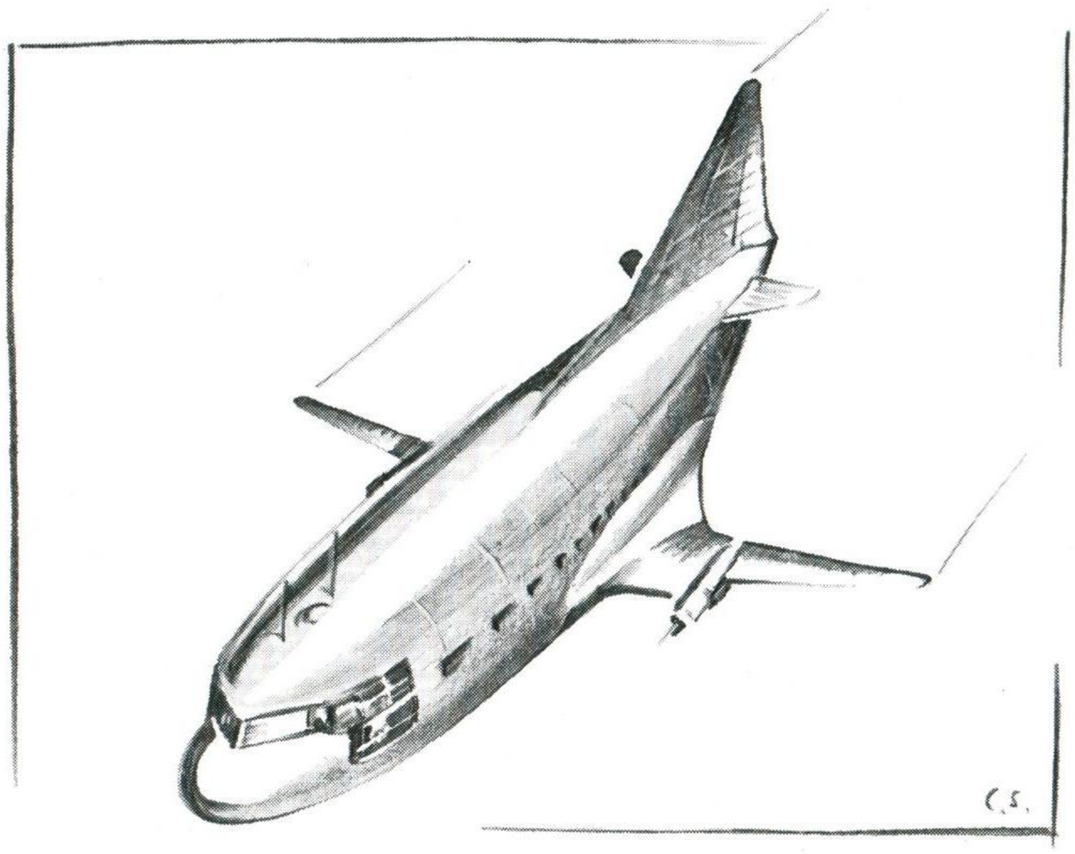
Engines : 2 ASH-82FN radials.

Designer : Ilyushin.

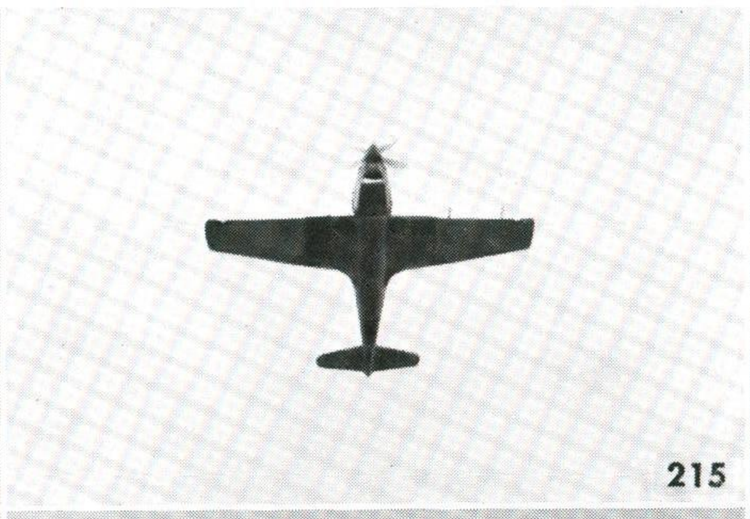
Function : Transport.

C. H. GIBBS-SMITH

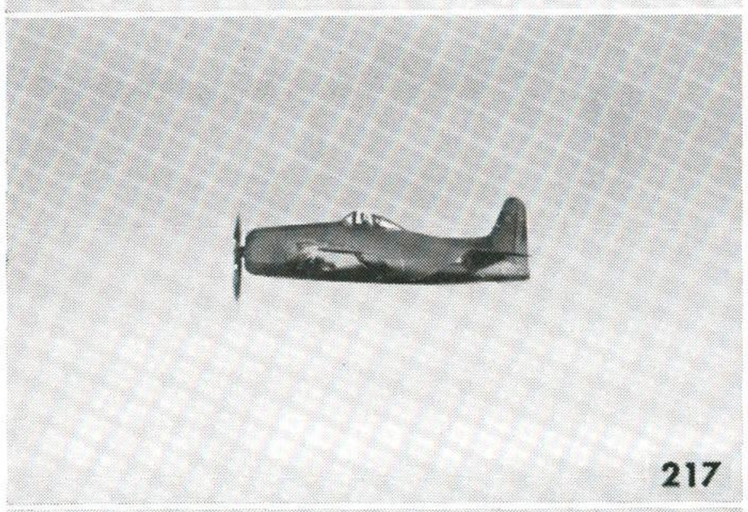
. . . a plump-fuselaged affair . . .



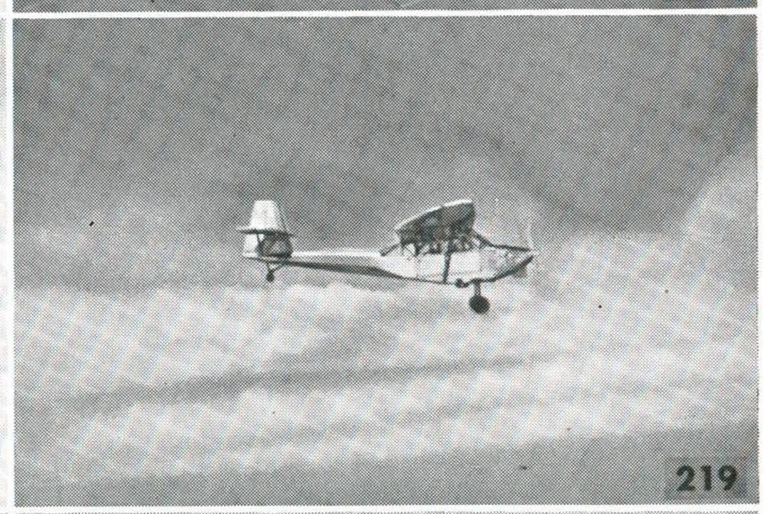

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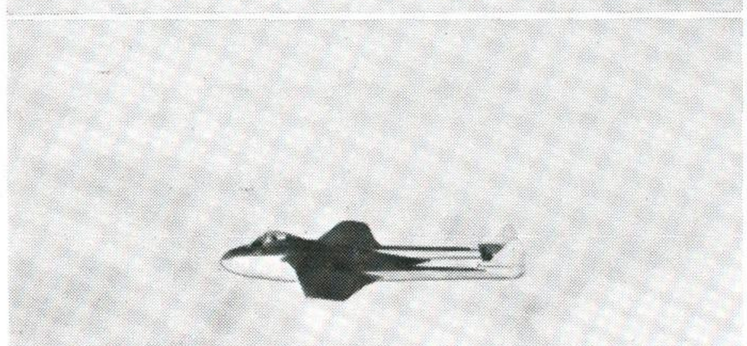

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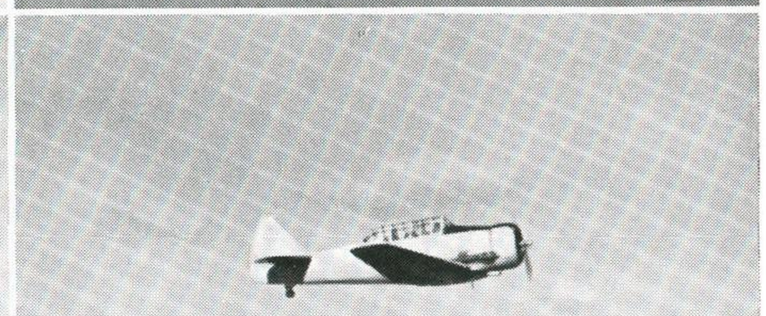

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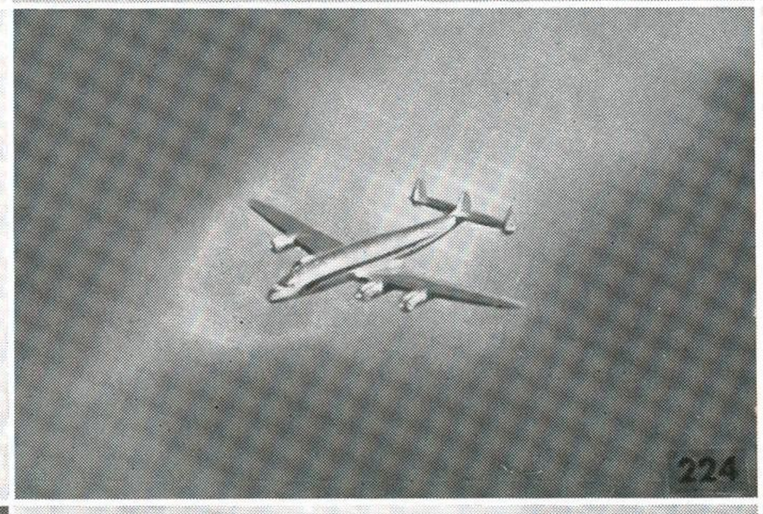

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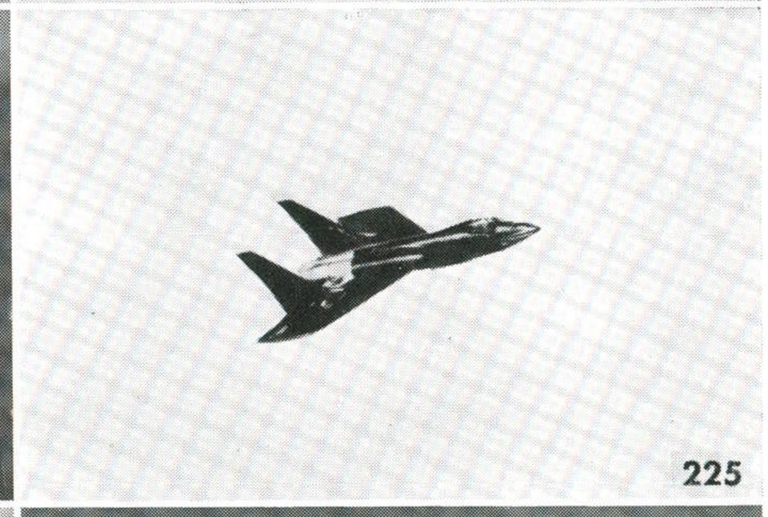

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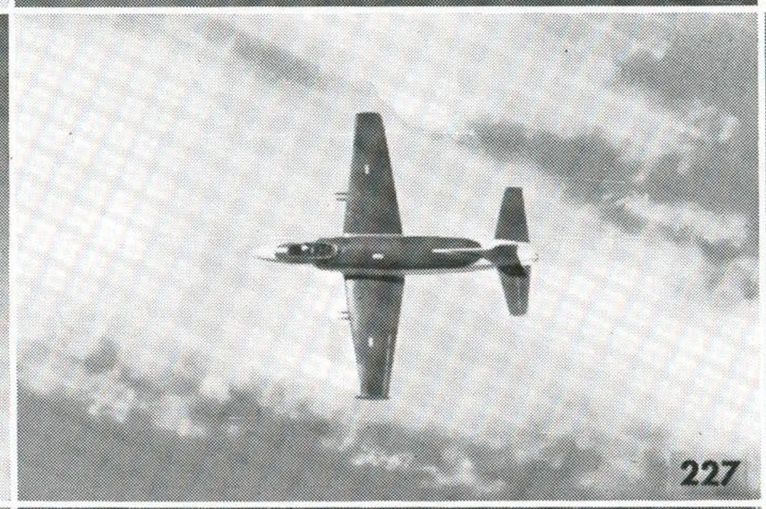

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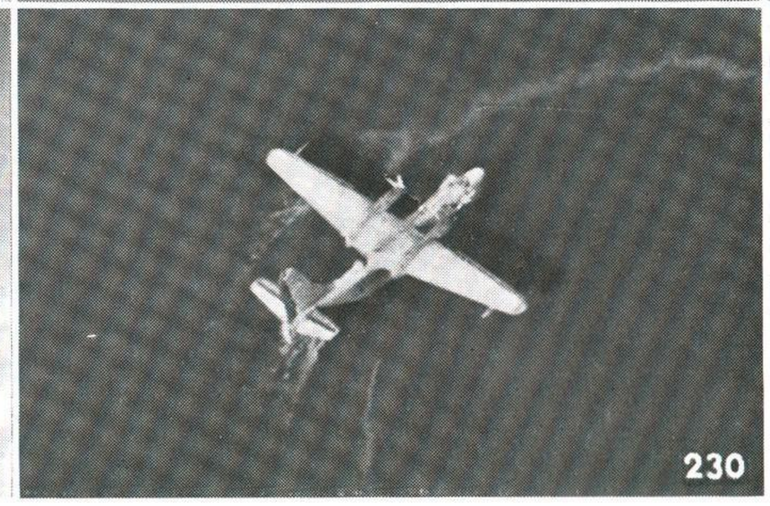

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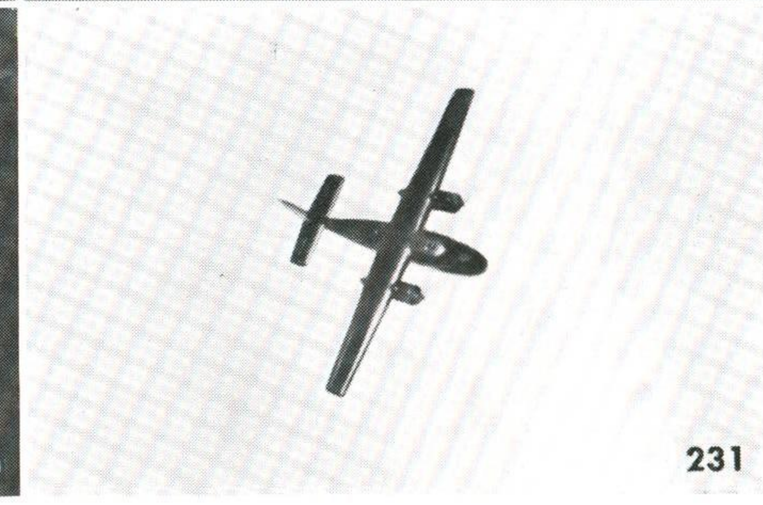

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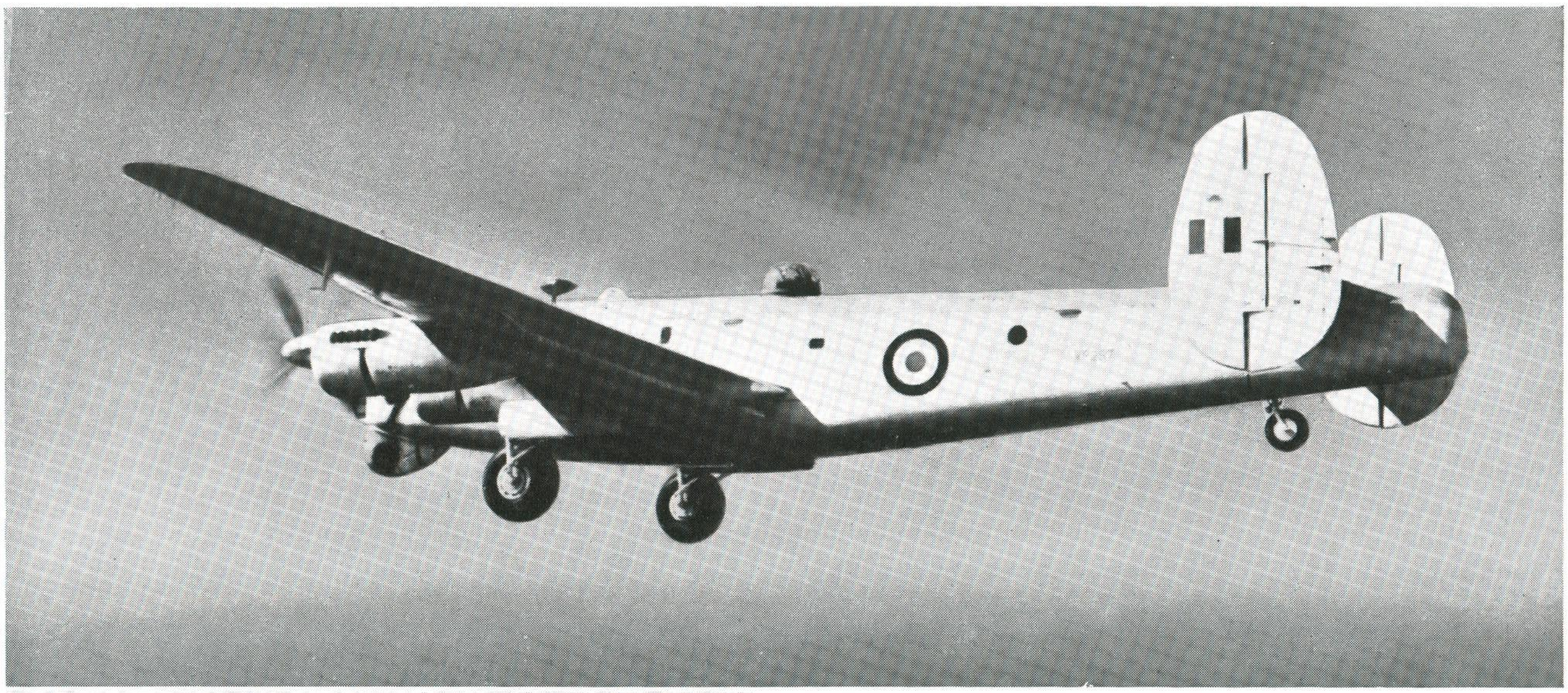

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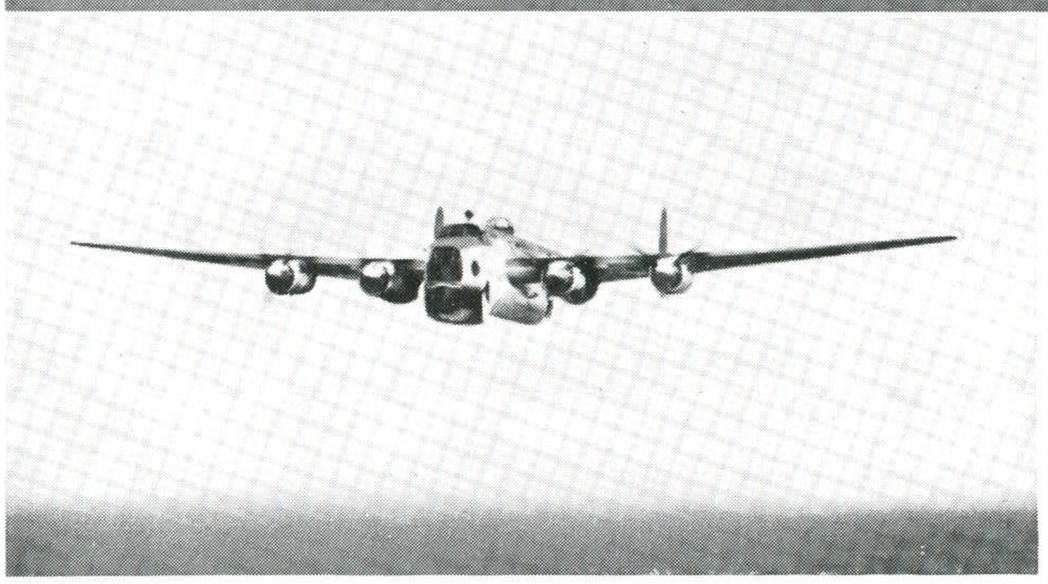

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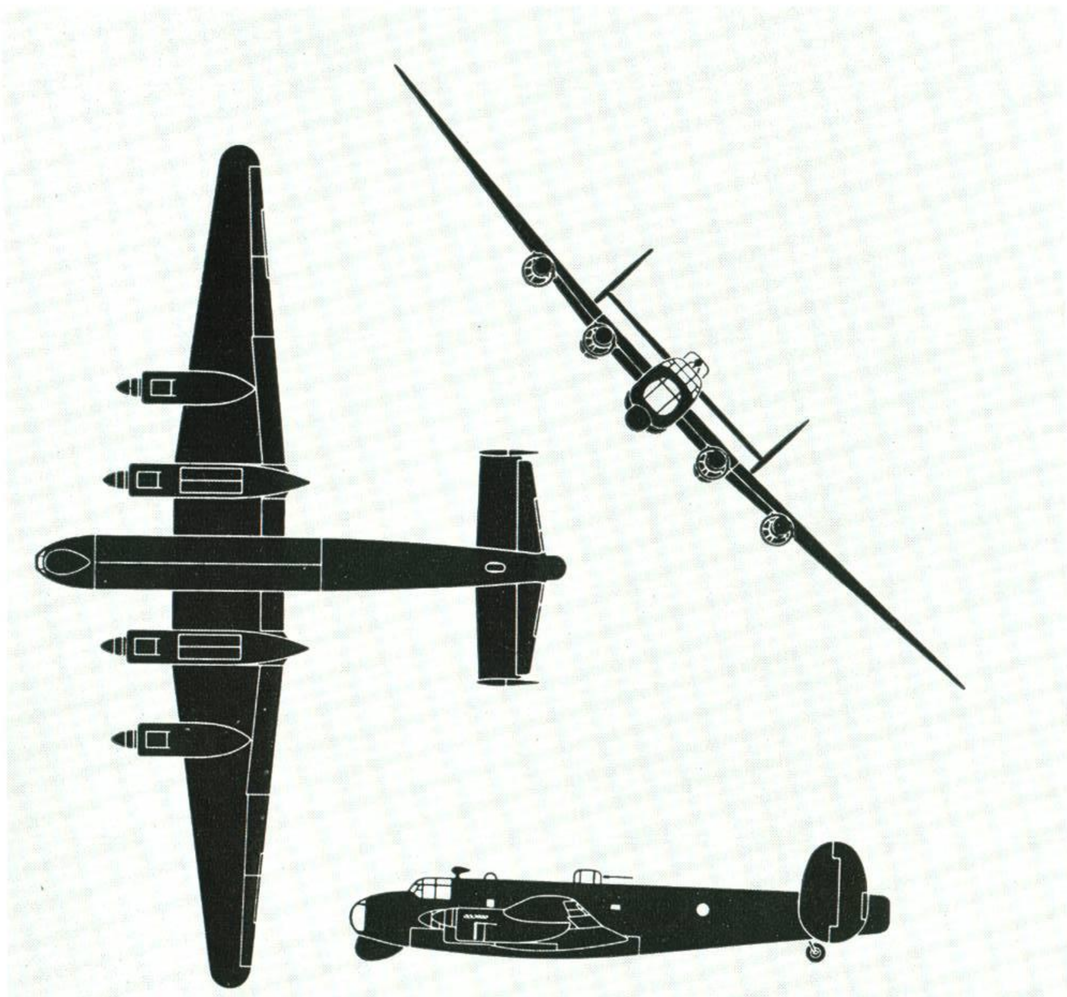

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231

SHACKLETON MR Mk. 1 IN SERVICE

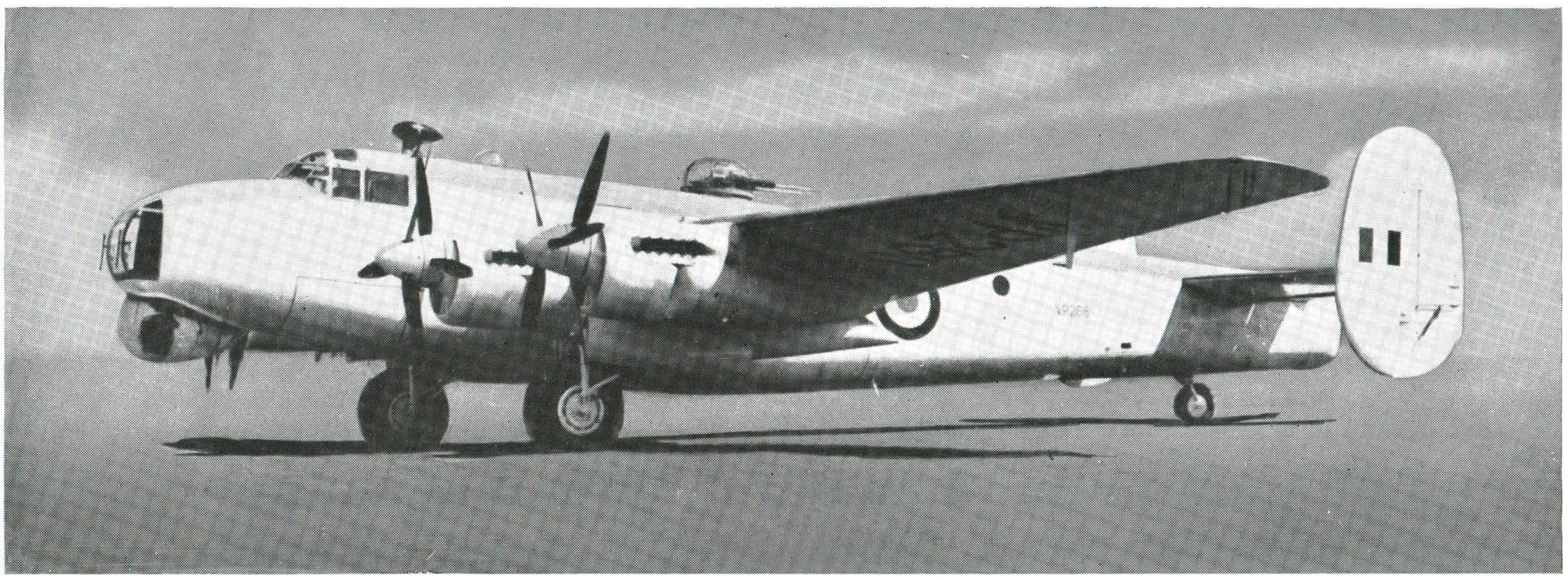


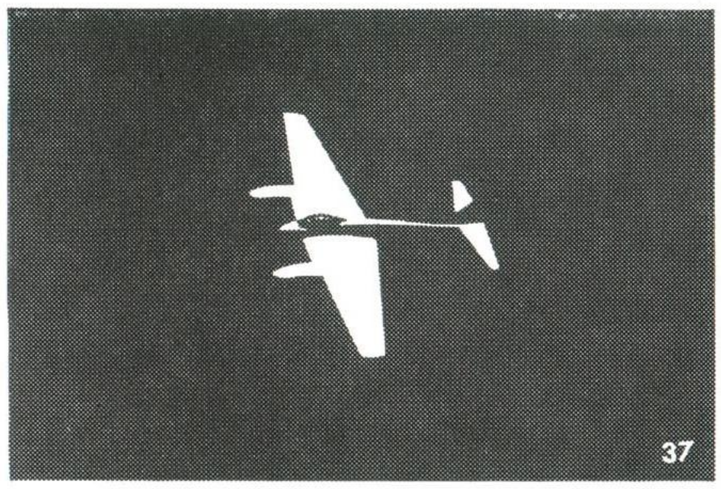


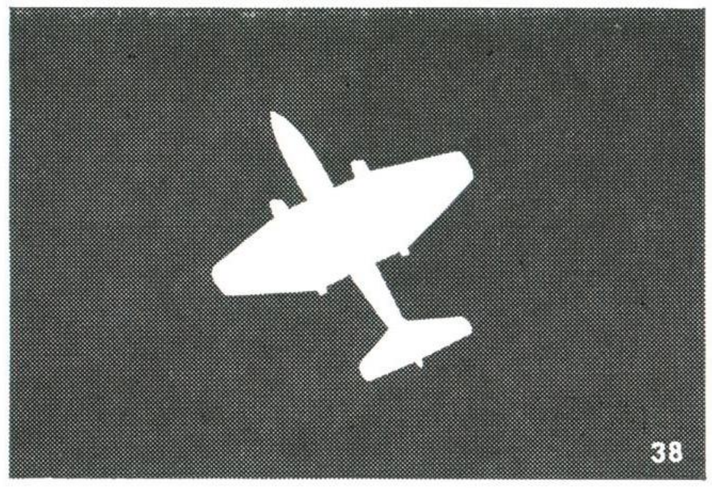


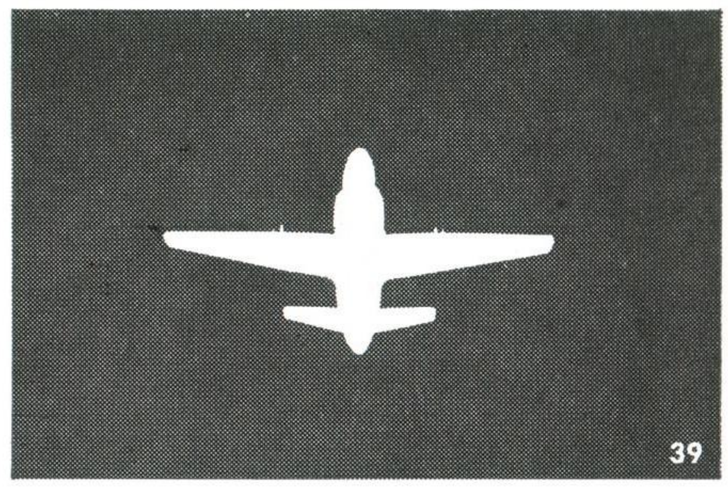
This large maritime reconnaissance land-plane is now in service with Coastal Command of the R.A.F. In shape it is not fashionable; the eye does not flow smoothly over its forms. Its straight-backed deep-bellied fuselage has many baulks to the run of its lines; large engine-nacelles break the wing shape on both edges, and large oval twin fins box in the deep-chord tailplane. But its rugged appearance belies its performance: it is a long-range hard-hitting anti-submarine aircraft.

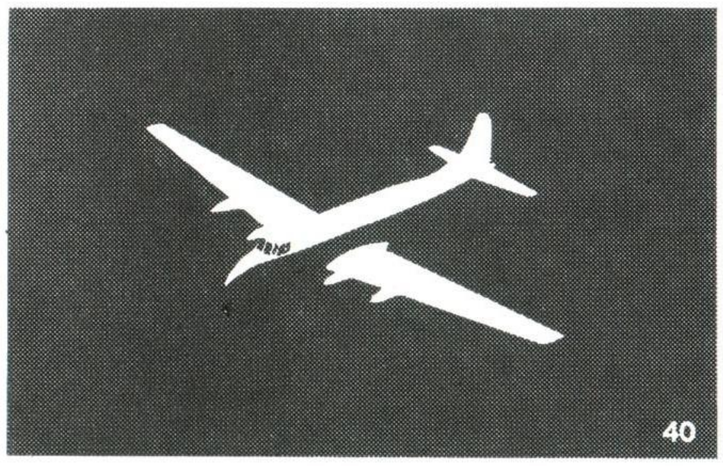
Wing Span: 120 feet. No performance data available.

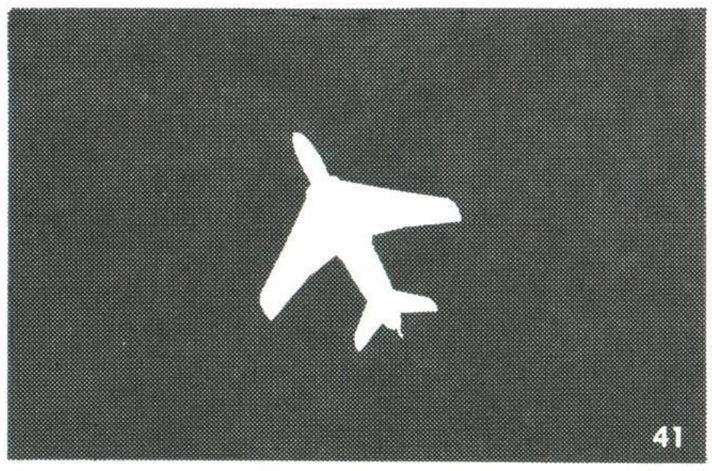


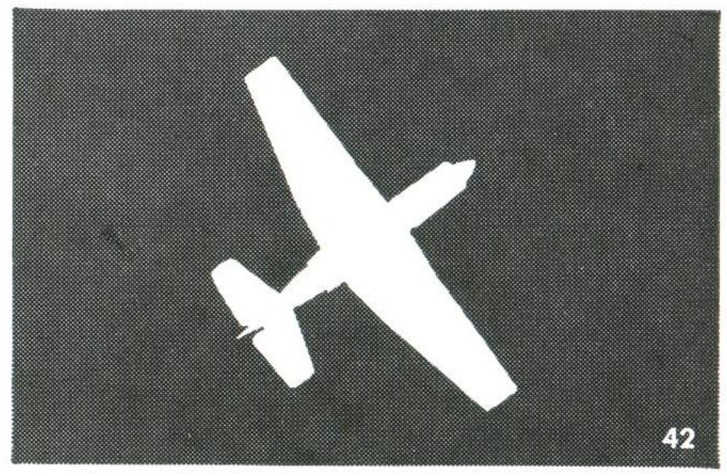

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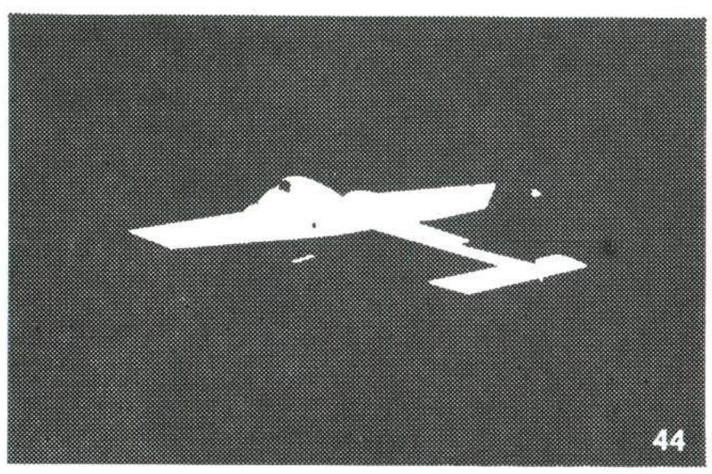

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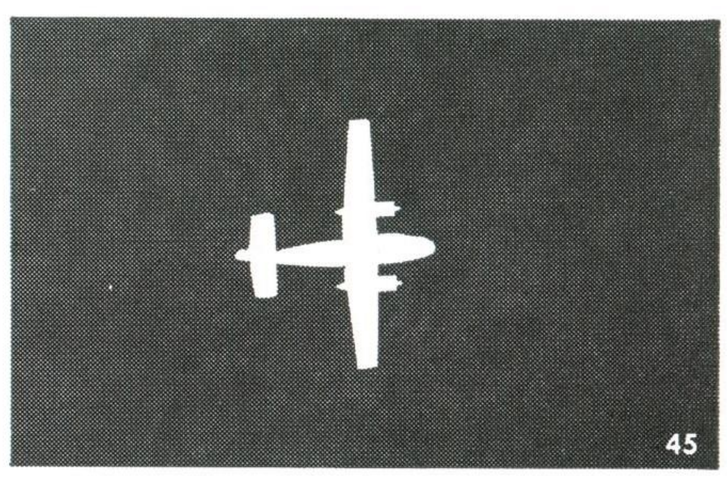

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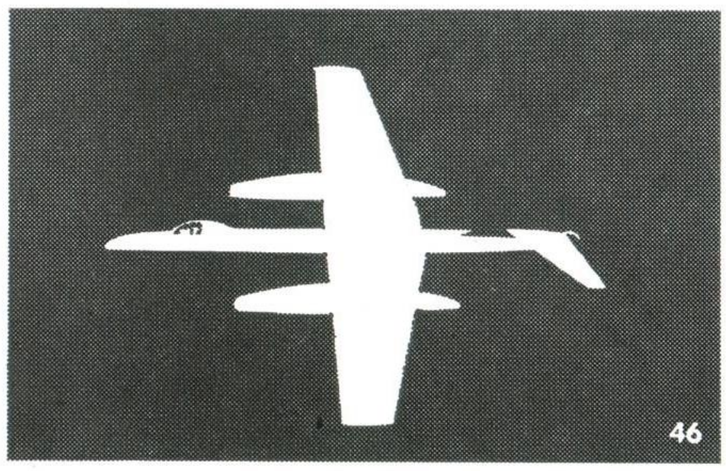

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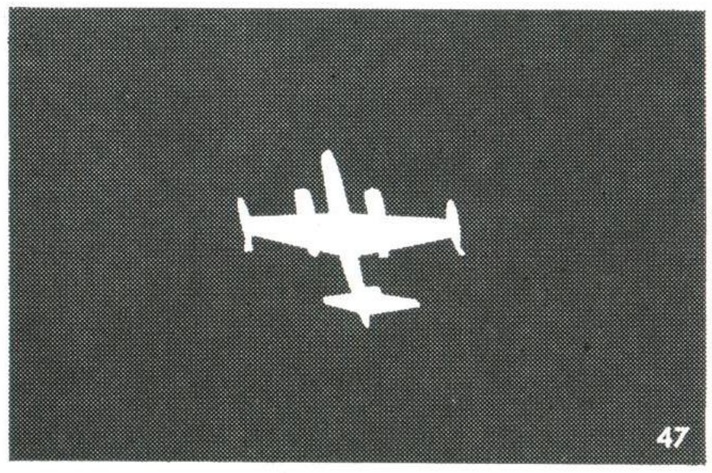

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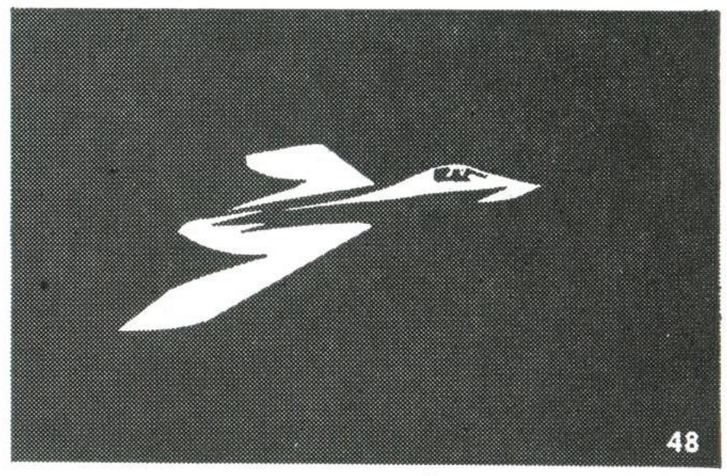

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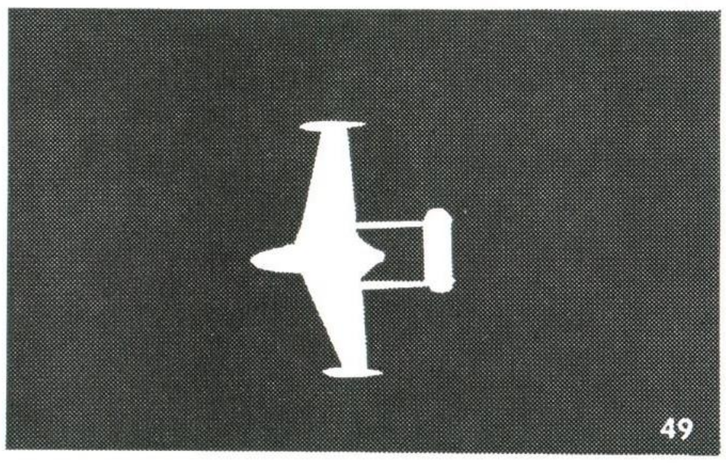

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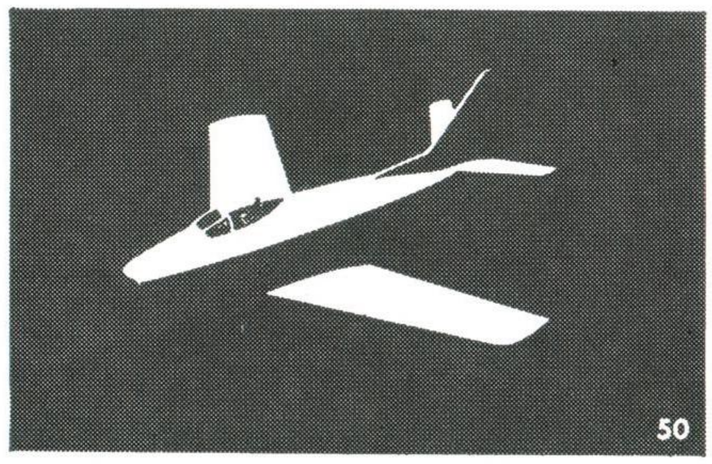

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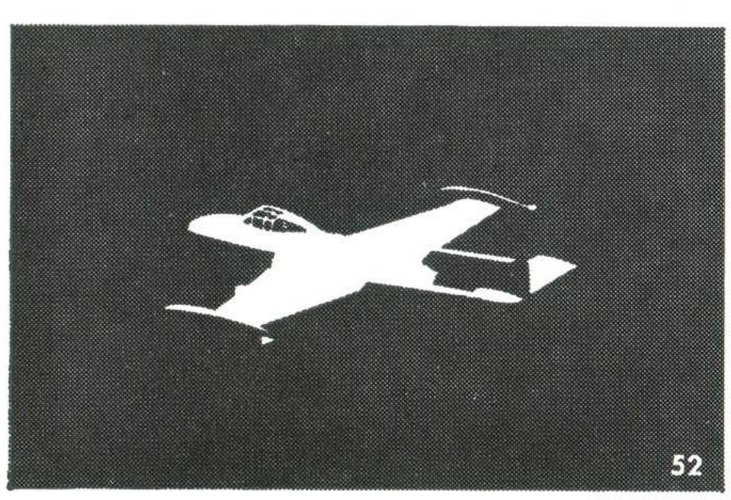

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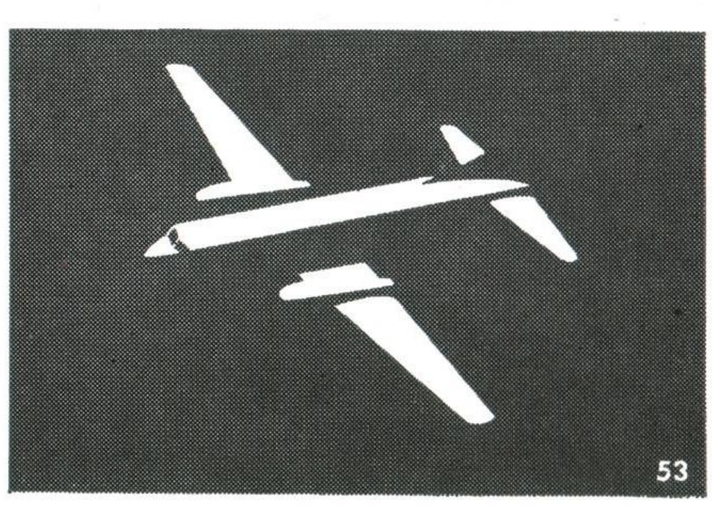

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BRIEFS

Photo Banshee

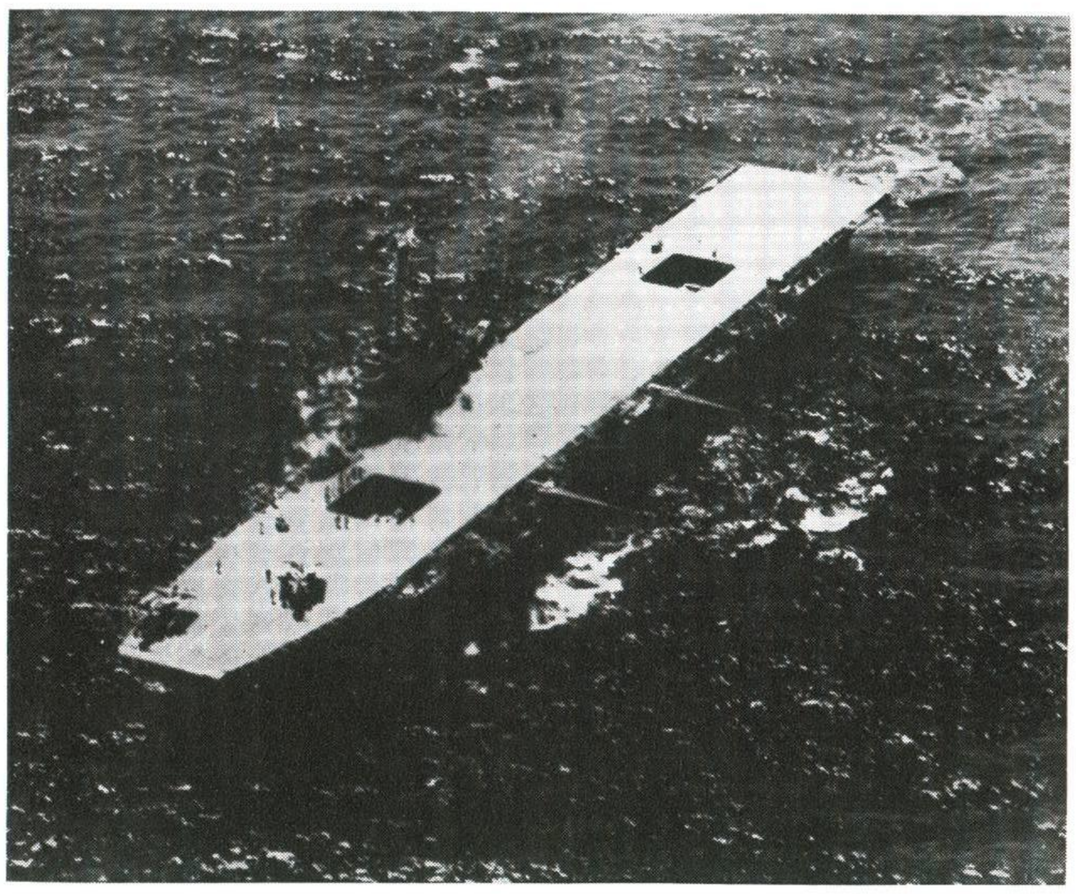
First deliveries of McDonnell F2H-2P Banshee photographic aircraft are announced. It is said to have accomplished successful photographic missions ranging in altitude from fifty feet to ten miles.

Its configuration is basically that of the Banshee naval fighter, the only apparent shape differences being in the nose. It is in the same 600 m.p.h. speed class as the Banshee and climbs, initially, it is said, at well over a mile a minute.

The cameras are housed in the nose of the fuselage which can be heated. Photographic equipment includes a special type view-finder which presents the pilot with an unobstructed view of the terrain below and ahead. The pilot can rotate the cameras by remote control aiming them at any point between horizon and horizon.

The Banshee F2H-2P may be seen with wing-tip and other external fuel tanks. Photos shortly.

H.M.S. Glory



Glory for Glory

The Admiralty announce that on the 9th September the light fleet carrier H.M.S. *Glory* operating in Korean waters flew 84 sorties. This is claimed as a record for any light fleet carrier in the war zone and is probably the highest number ever flown by such a ship.

During the record breaking 24 hours every single aircraft was serviceable and at one time all were airborne. Every pilot and observer of the 14th Carrier Air Group flew at least two sorties and some did three.

The *Glory's* American-manned helicopter successfully picked up the crew of a Firefly which crash landed in enemy territory after being hit by anti-aircraft fire during a dive-bombing attack on a road bridge. Finding the return distance to *Glory* too great the helicopter had to put down for the night on a small island off the coast where H.M.C.S. *Sioux* (" V " type destroyer) took off the aircrew and supplied the helicopter with fuel which then took off and returned to *Glory*. (The class to which H.M.S. *Glory* belongs was featured in the *Journal* last month under " Light Fleet Carriers.")

F-84G Thunderjet

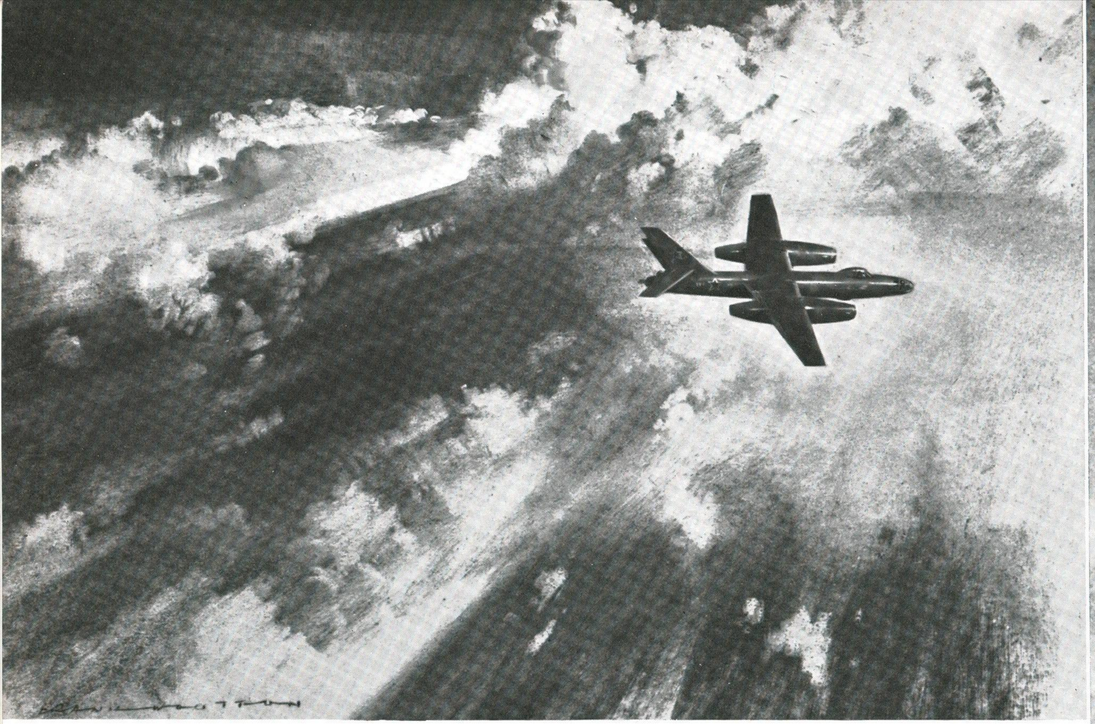
This model of the Thunderjet comes off the production line equipped for flight refuelling. It can be completely refuelled in $2\frac{1}{2}$ minutes. F-84Gs may be seen flying with either one or both wing-root tanks in addition to the usual wing-tip tanks. Air refuelling enables the fighter to get off the ground with a bigger armament load than would be the case if fully-fuelled on the ground. Other pictures of the F-84G appear on pages 233 and 235.





New Boom Type

The De Havilland D.H. 110 twin-jet, all-weather, day and night fighter recently flew for the first time. It retains the characteristic " pod " and twin-boom configuration of all previous De Havilland jet fighters but the wing is more swept. The tailplane is carried very high between swept fins. We hope for photos in time for the next edition.



Coming on to high quarter . . .

. . . stern quarter





. . . beam

Ilyushin

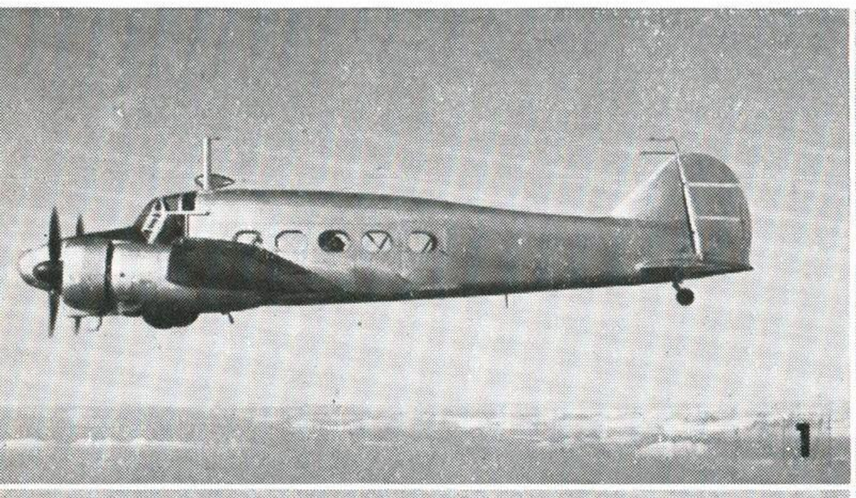
TWIN JET S.A.F. BOMBER

Once more an illusive Russian aircraft is "captured" for us

by FRANK WOOTTON

TWIN TRANSPORTS

With the aid of the three-view silhouette key on page 232 deduce the identity of each aircraft in the 52 photographs and sillographs, and list your results. Ensure correct identity by as many points as possible before checking your list with the results given on the rear cover. Instructors can improve the scope of this ' Tutor ' by preparing additional sheets for deduction by students.


1


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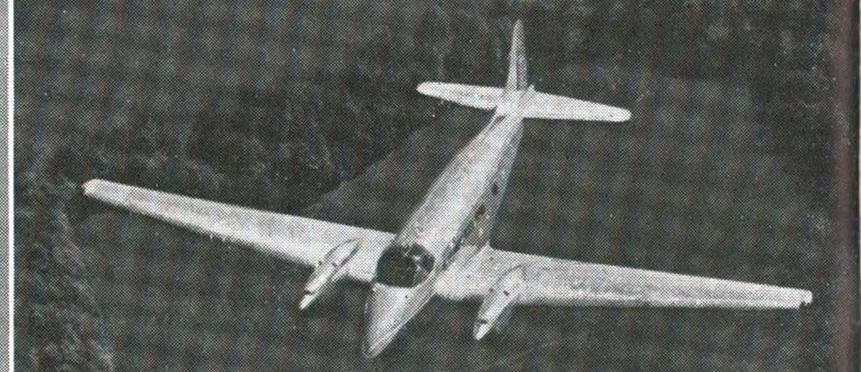

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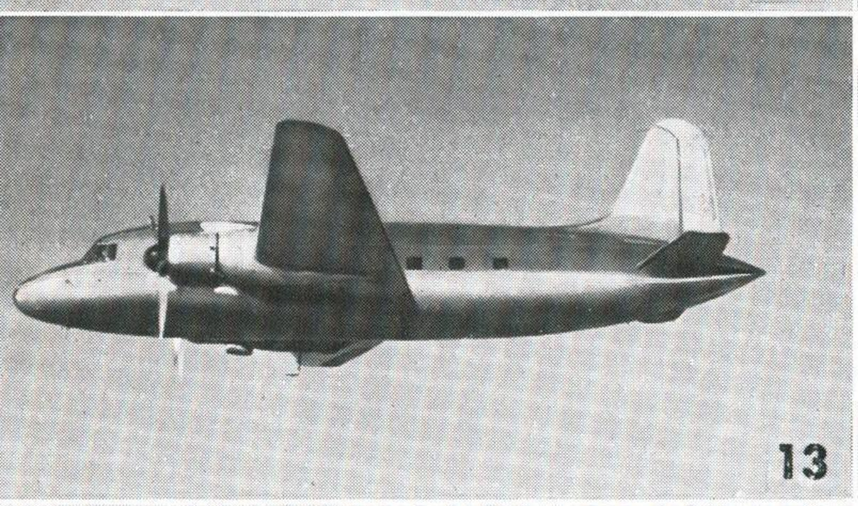

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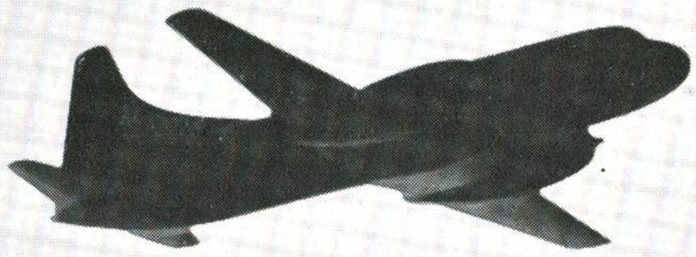

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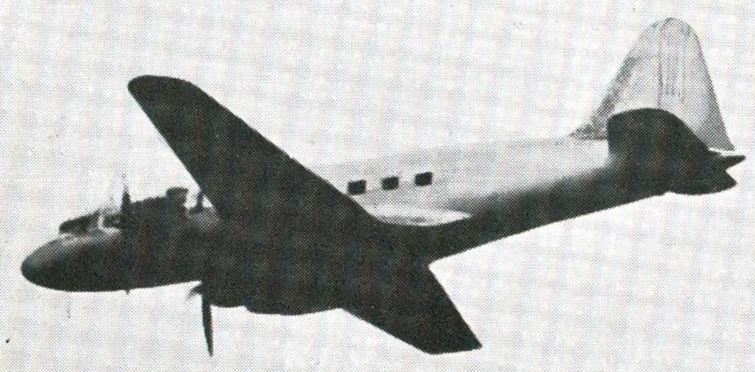

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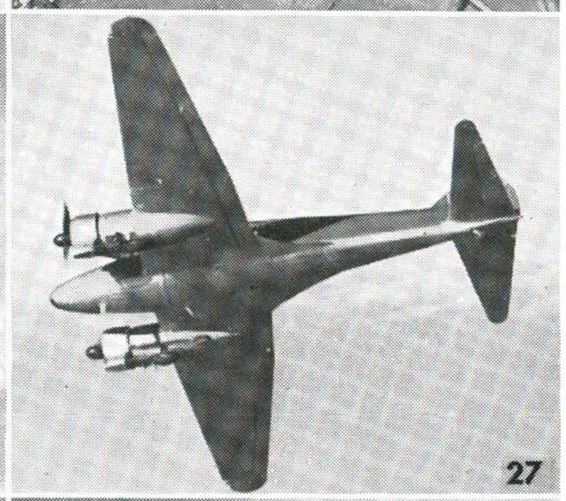

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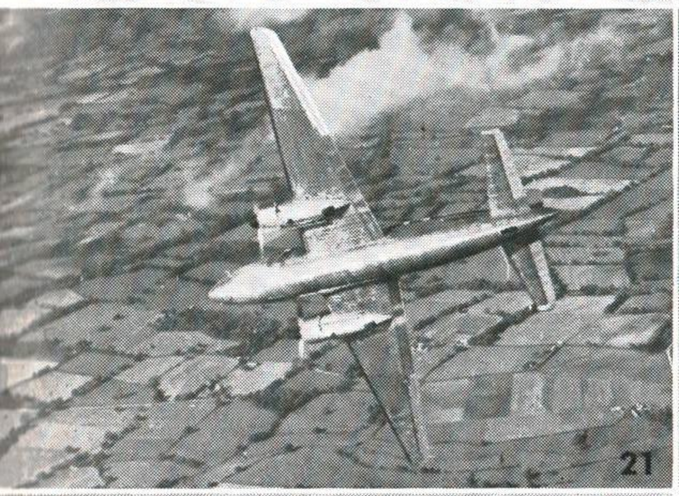

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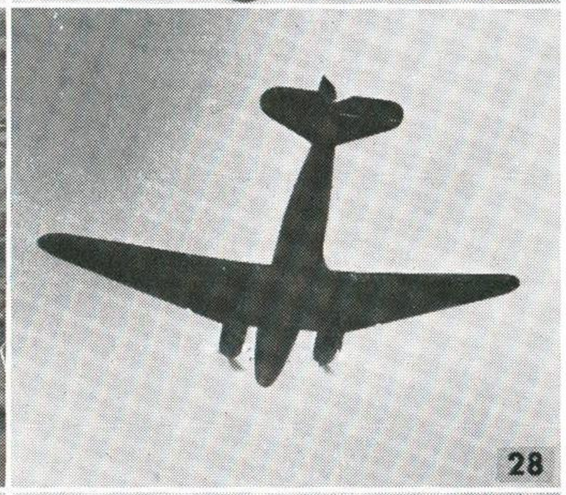

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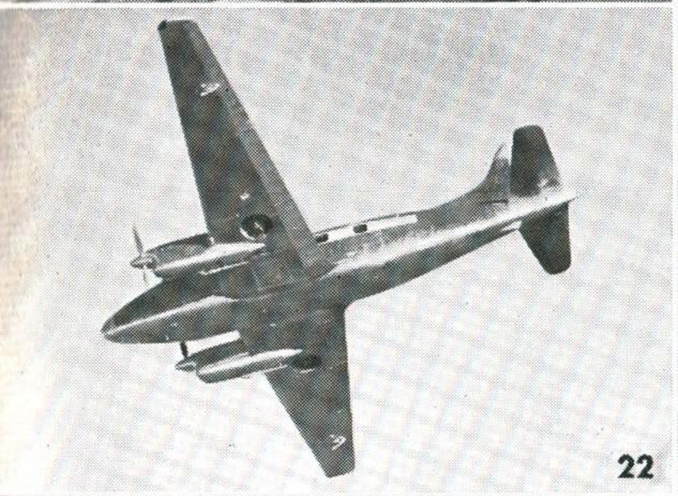

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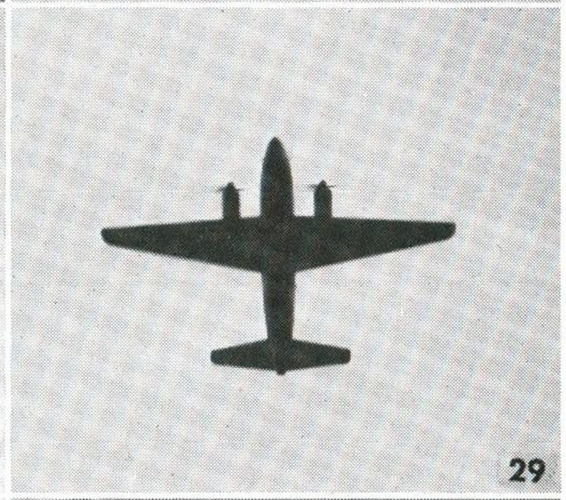

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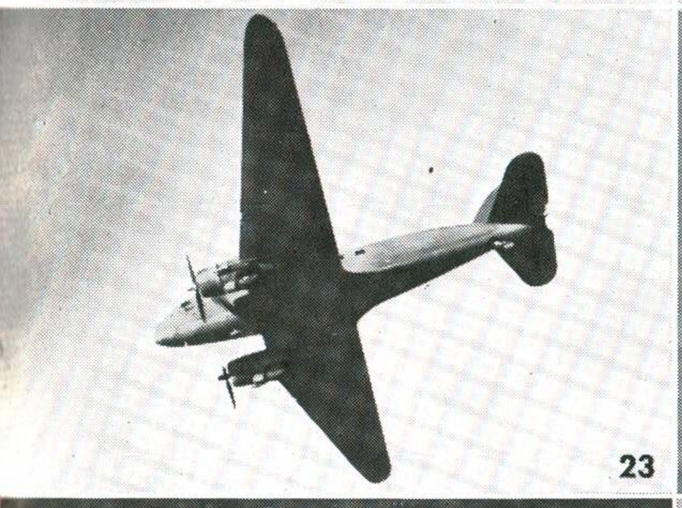

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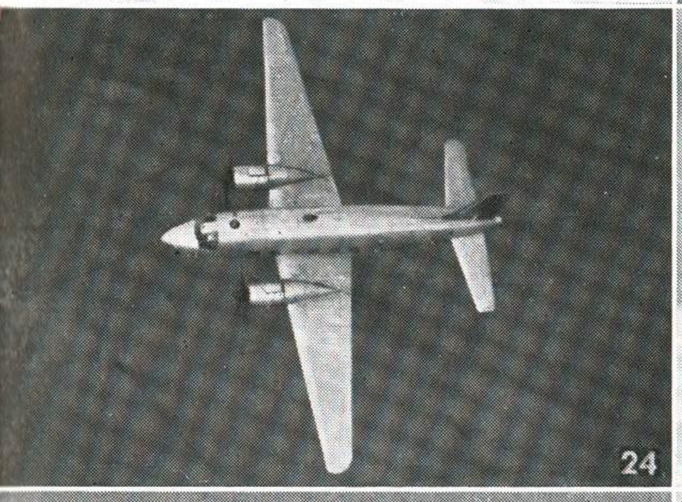

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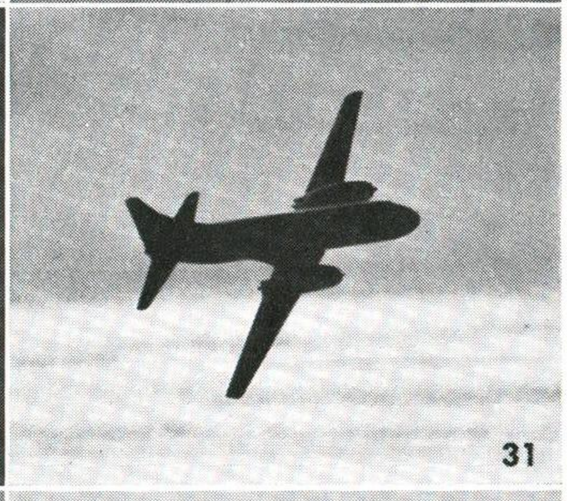

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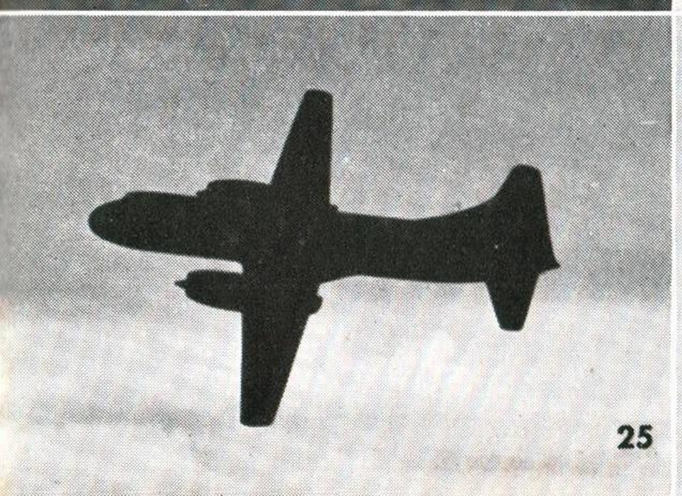

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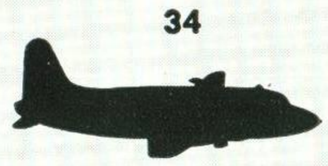

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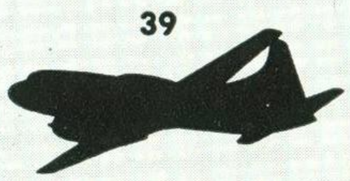

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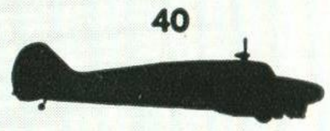

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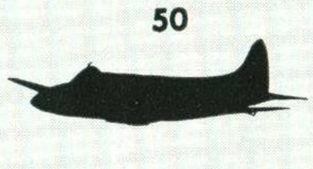

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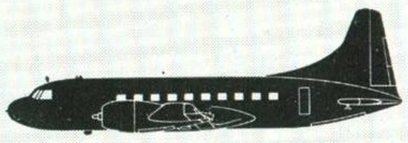

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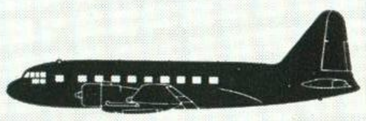
KEY SILHOUETTES FOR 'TWIN TRANSPORTS'





CONVAIR-LINER

Span : 91 ft. 9 ins.

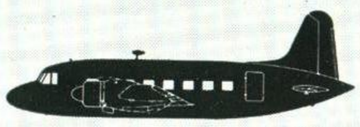
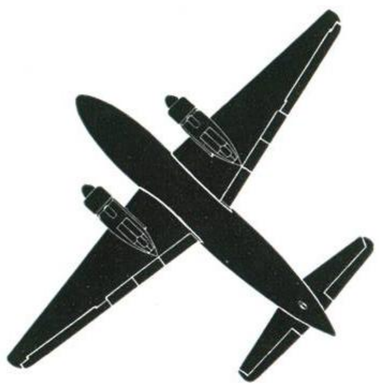




IL-12

(may be seen with dorsal fin)

Span : 100 ft.


VIKING

(Valettas have no fuselage tail cones)

Span : 89 ft. 3 ins.

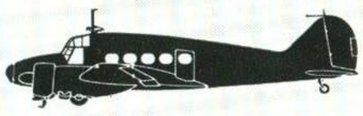




DAKOTA

(and C-47 Skytrain)

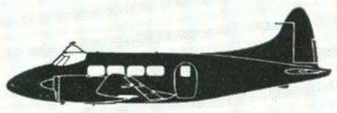
Span : 95 ft.





ANSON

Span : 57 ft.





DOVE

(and Devon

Span : 57 ft.

A selection of aircraft shapes new to the *Journal*, including types which can be expected to be seen with increasing frequency, or of well-known types with shape-changing modifications and additions of which readers may like to have

EARLY WARNING!



Constellation Conscious. The SE 2010 Armagnac is good looking and reminds us, in the fuselage particularly, of a Constellation. Stepped back outboard engines and conventional single fin and rudder however dispel the illusion and we are left with a four engine single fin and rudder type, but with a difference. It has a mid-wing. Engines are 4 P & W Wasp Major radials. 15 Armagnacs are on order.
Span : 160 ft. 7 ins.



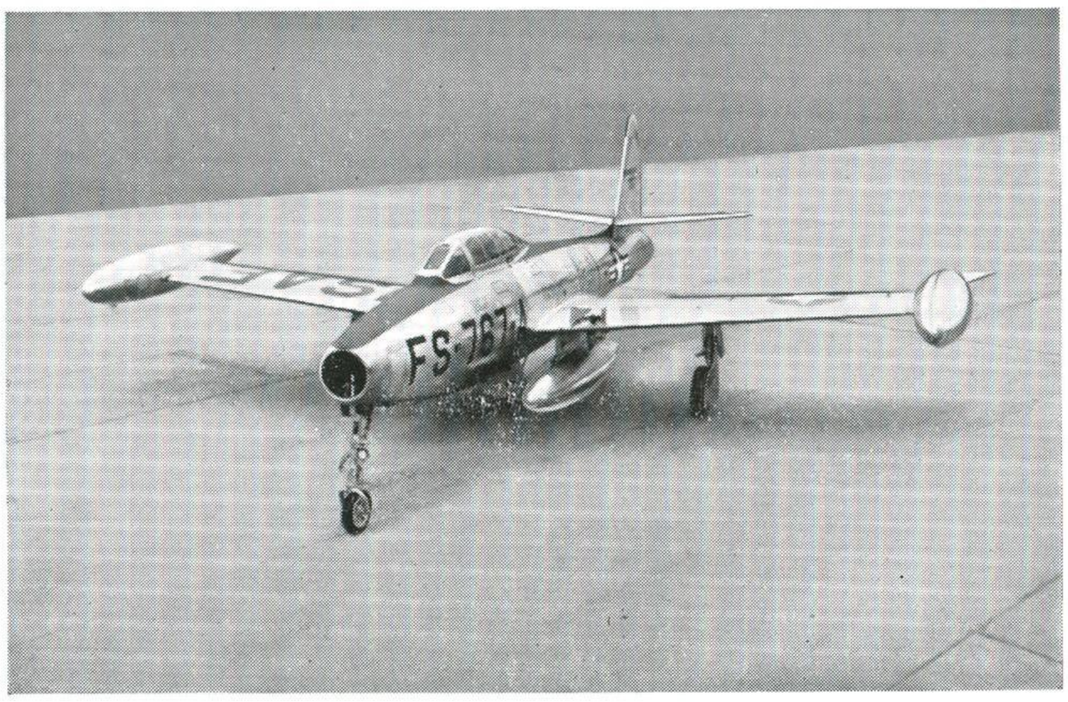
Of course. 45 Corse (SO-95) light commercial aircraft are in Service, including a small number with the French navy. This is a plump little aeroplane with a large amount of wing dihedral and pointed tips to all flying surfaces. The fuselage is distinctly hunch-backed although this is offset to a certain extent by the dorsal fairing to the fin. The tailplane is set low. Engines are 2 Renault inverted Vees.
Span: 59 ft. 2ins.



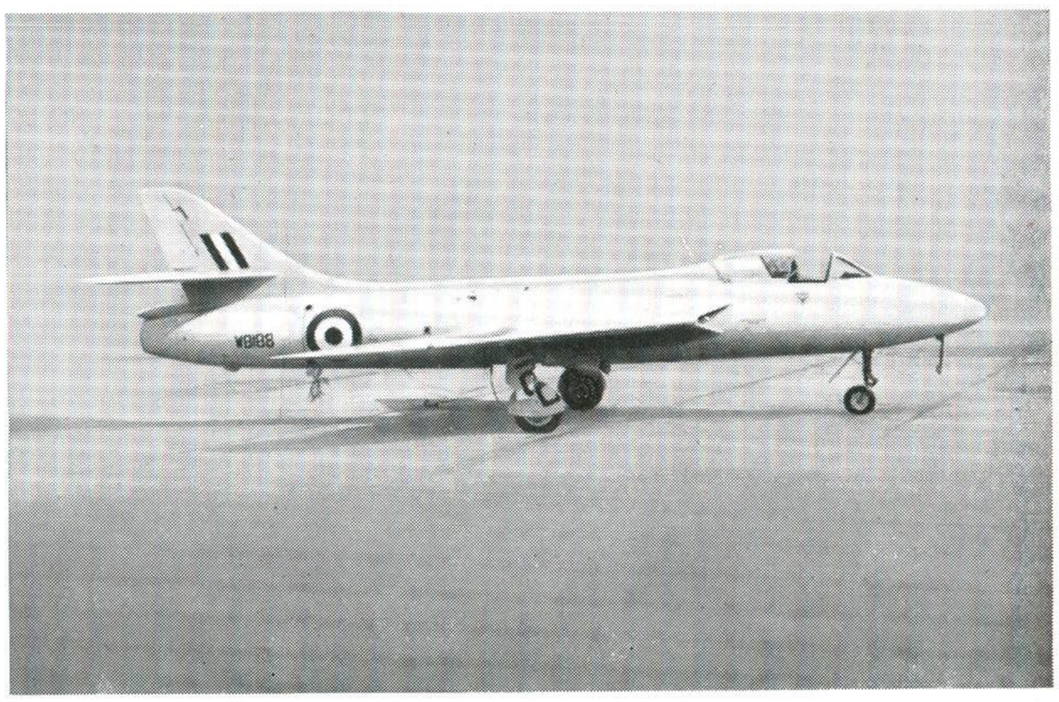
Heavier Helicopter. Large single-rotor helicopter in production for military duties is the Sikorsky HO4S-1 (S.55). 10 passengers plus a crew of two can be carried in the bulky fuselage, which rests on a four-wheel " trolley " undercarriage. The S.55 is operating in Korea.
Rotor diameter : 53 ft.



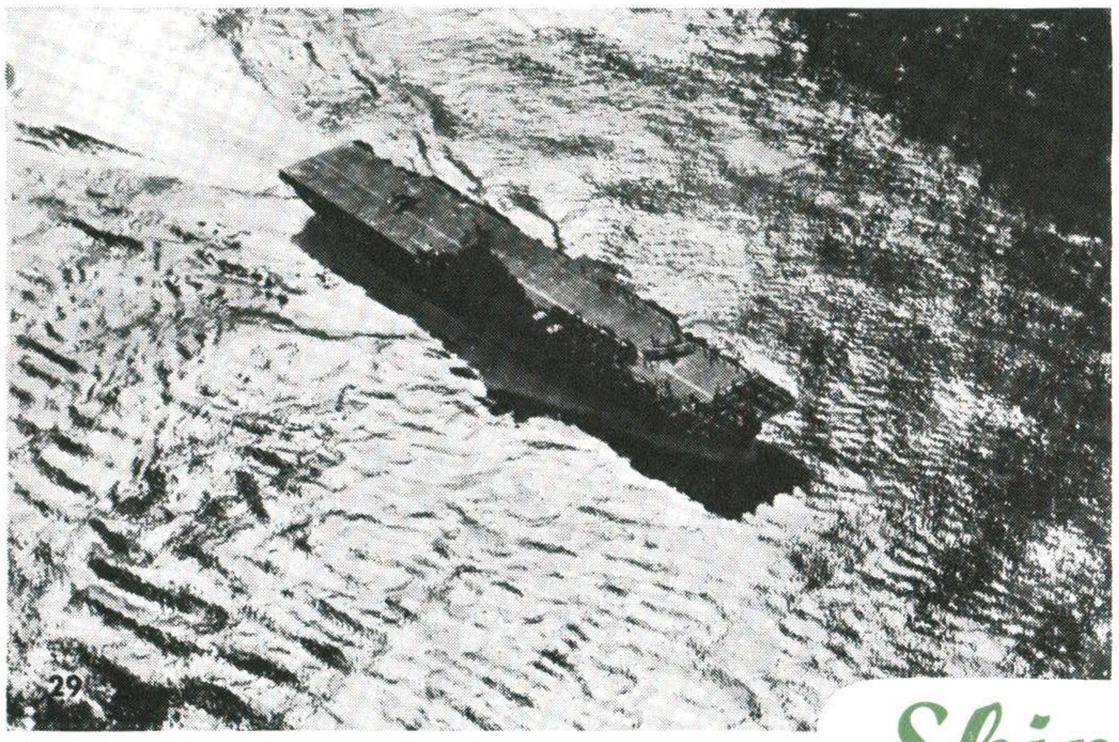
New Star. This version of the Constellation is designated VC-121B. It is the administrative version of the C-121A cargo transport, 9 of which have been built for U.S.A.F. Only 2 VC-121Bs have been made and these are specially for the bulk transport of V.V.I.Ps. The nose shape of the VC-121B is slightly altered by the nose radome.
Span : 123 ft.



On the Bottle. The F-84G Thunderjet is the first production jet fighter to be equipped for in-flight refuelling. The built-in fuel intake can be seen inboard of the leading edge of the port wing. Extra tanks (one of which can be seen here) may be carried below the wing roots. Other views of the F-84G appear on pages 227 and 235.
Span : 37 ft. 6 ins.

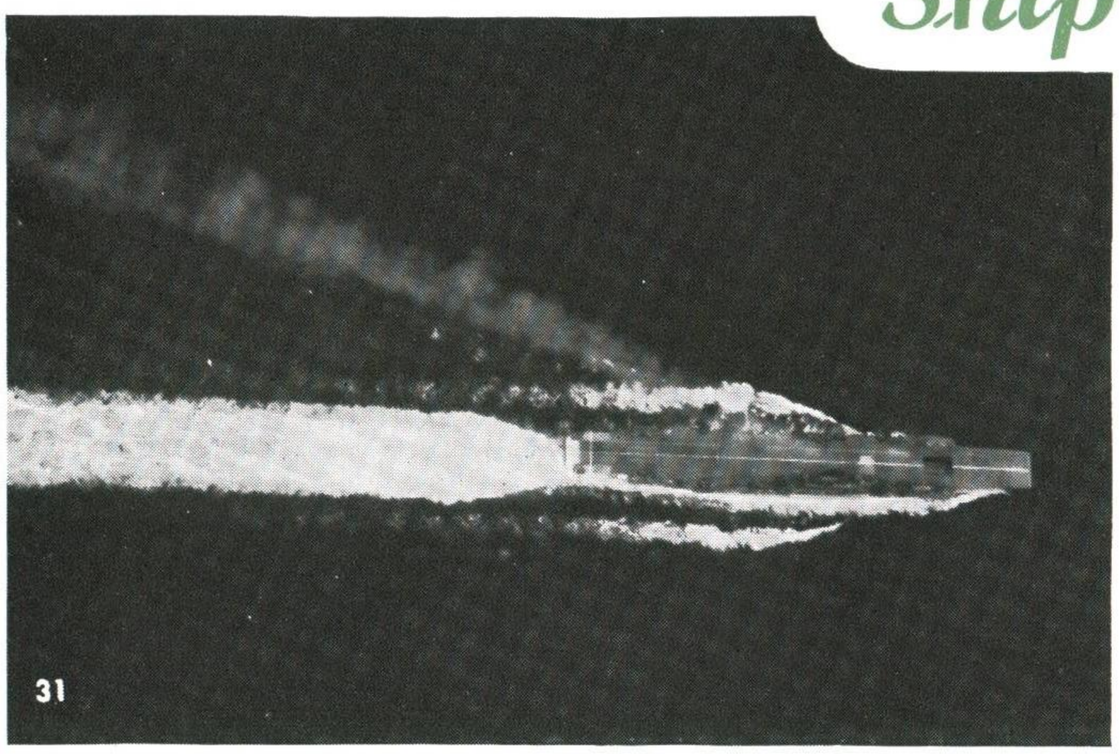


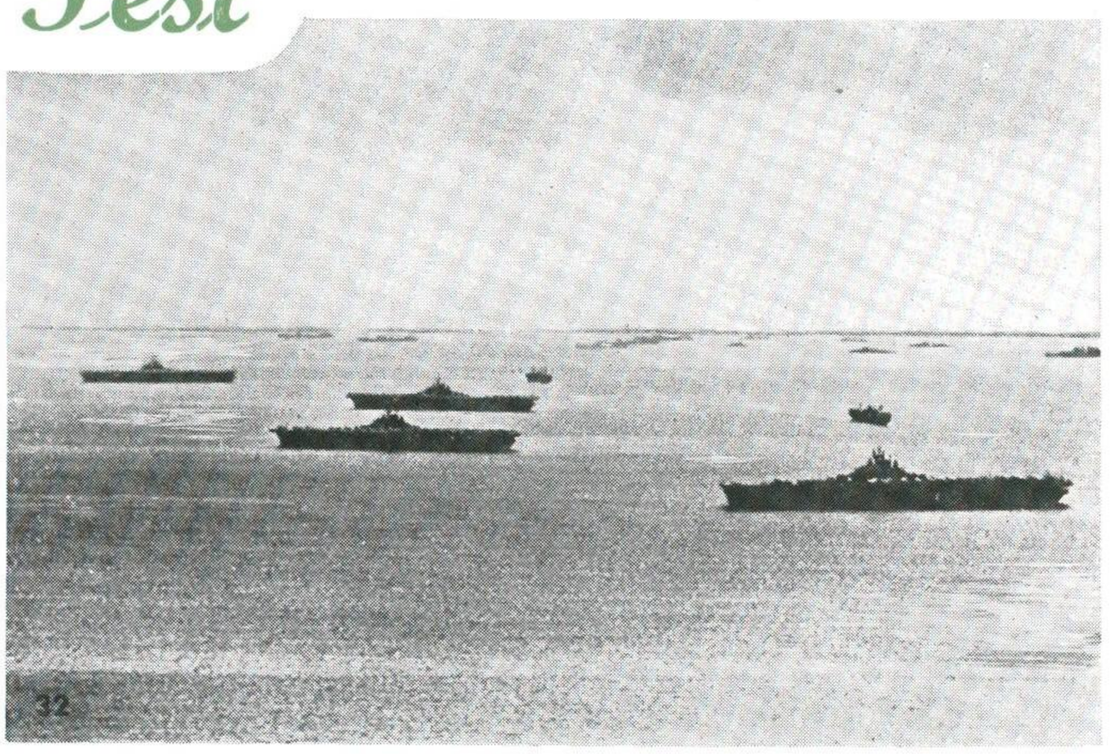
1052 + 1081 = 1067? Not-so-simple arithmetic was no doubt required during the evolution of the Hawler P.1067 Avon powered all-swept jet fighter. The result is an exceedingly sleek, fast and good looking aeroplane which, judging from the drawing board production order and performance at the S.B.A.C. Show, will have an impressive Service future.
Span : Not released

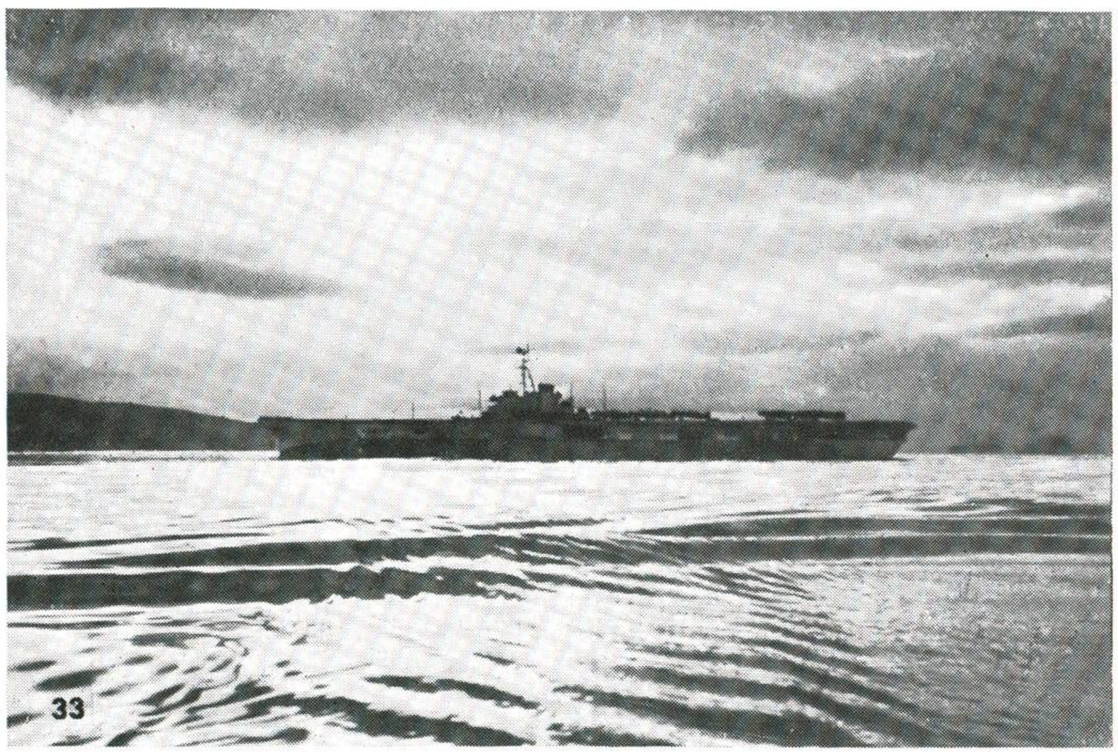


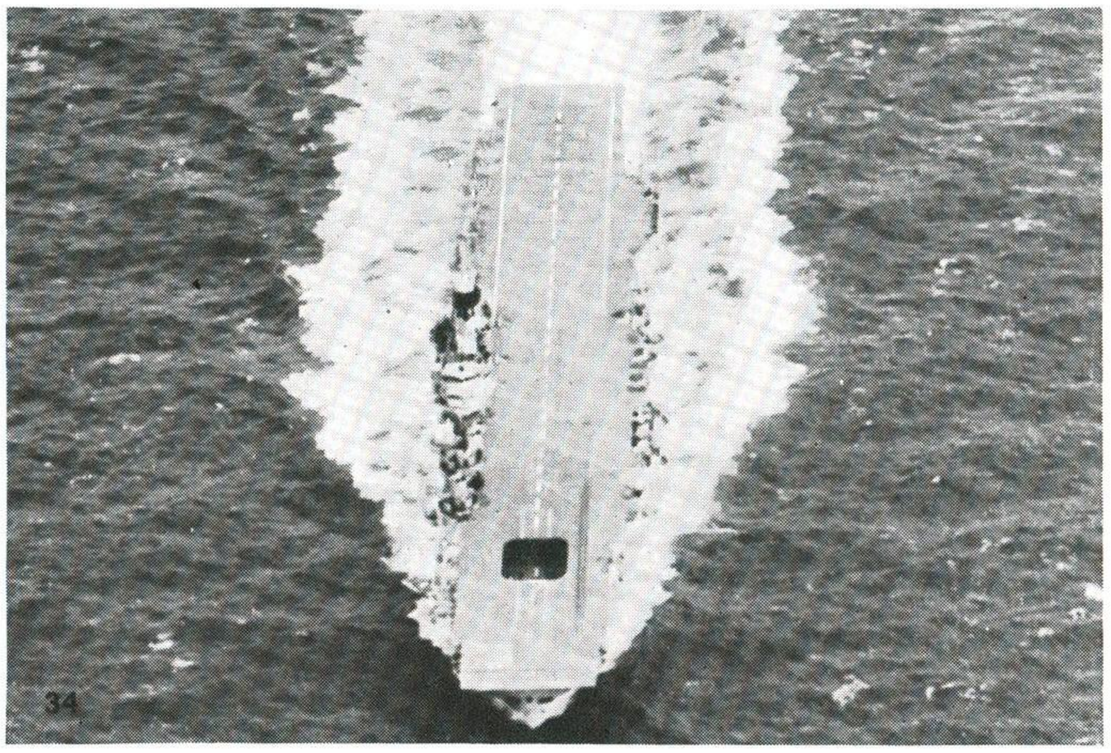


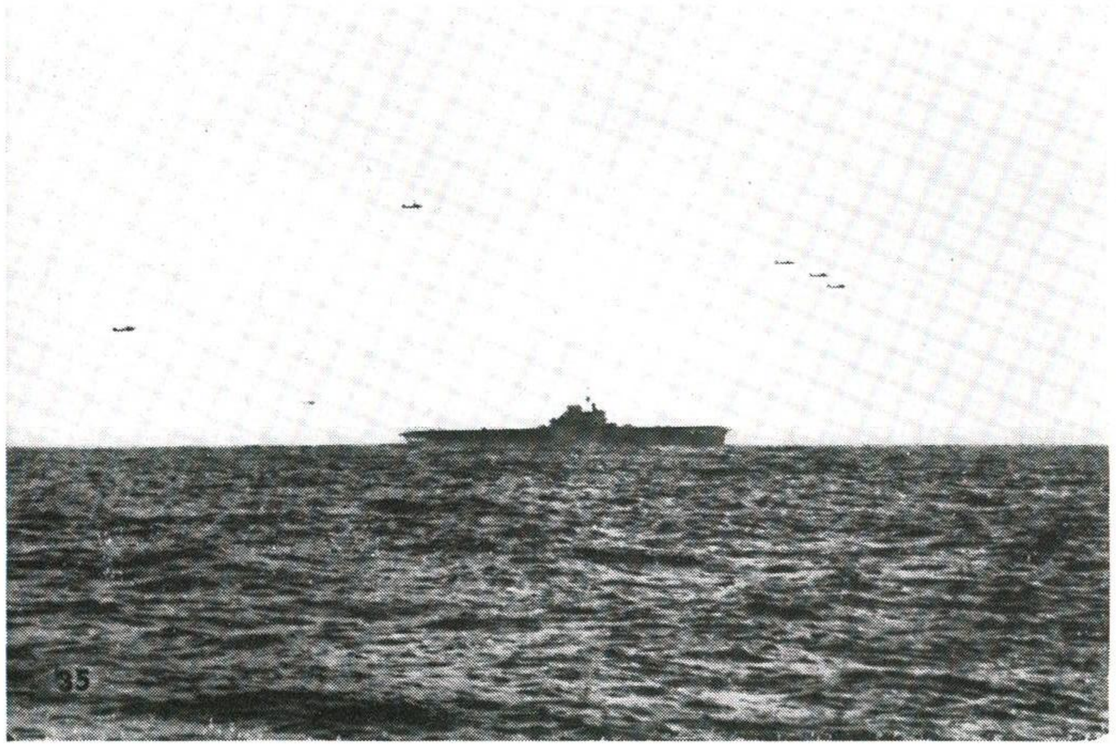
Ship Test

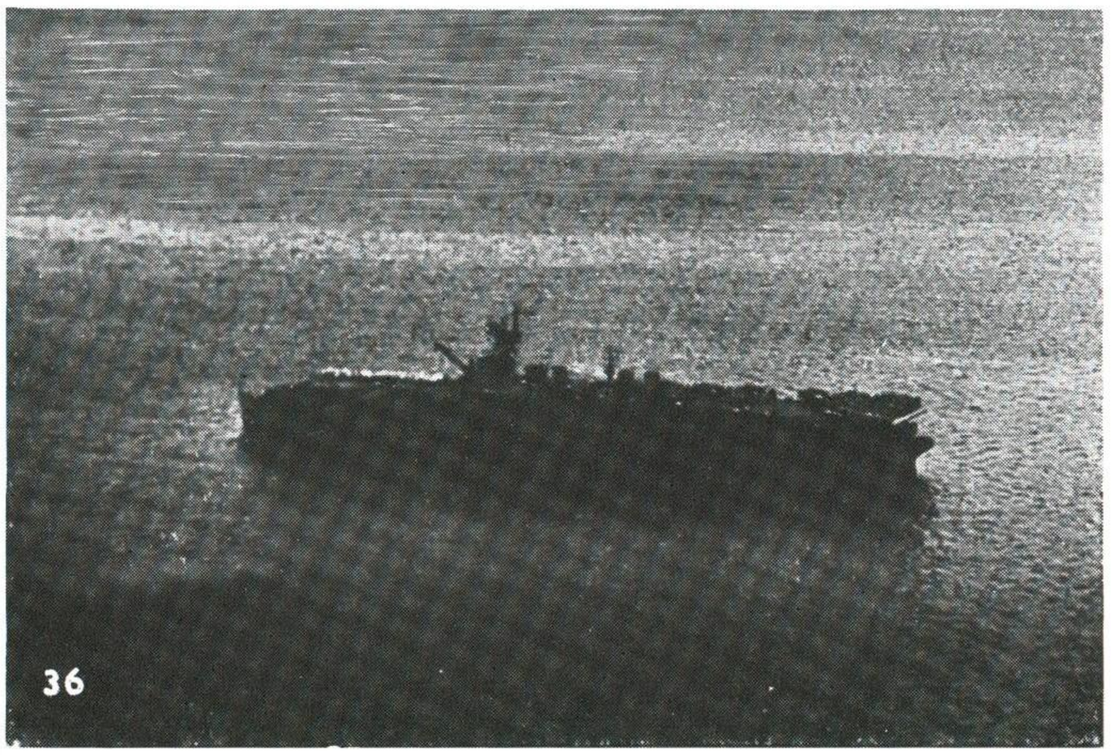








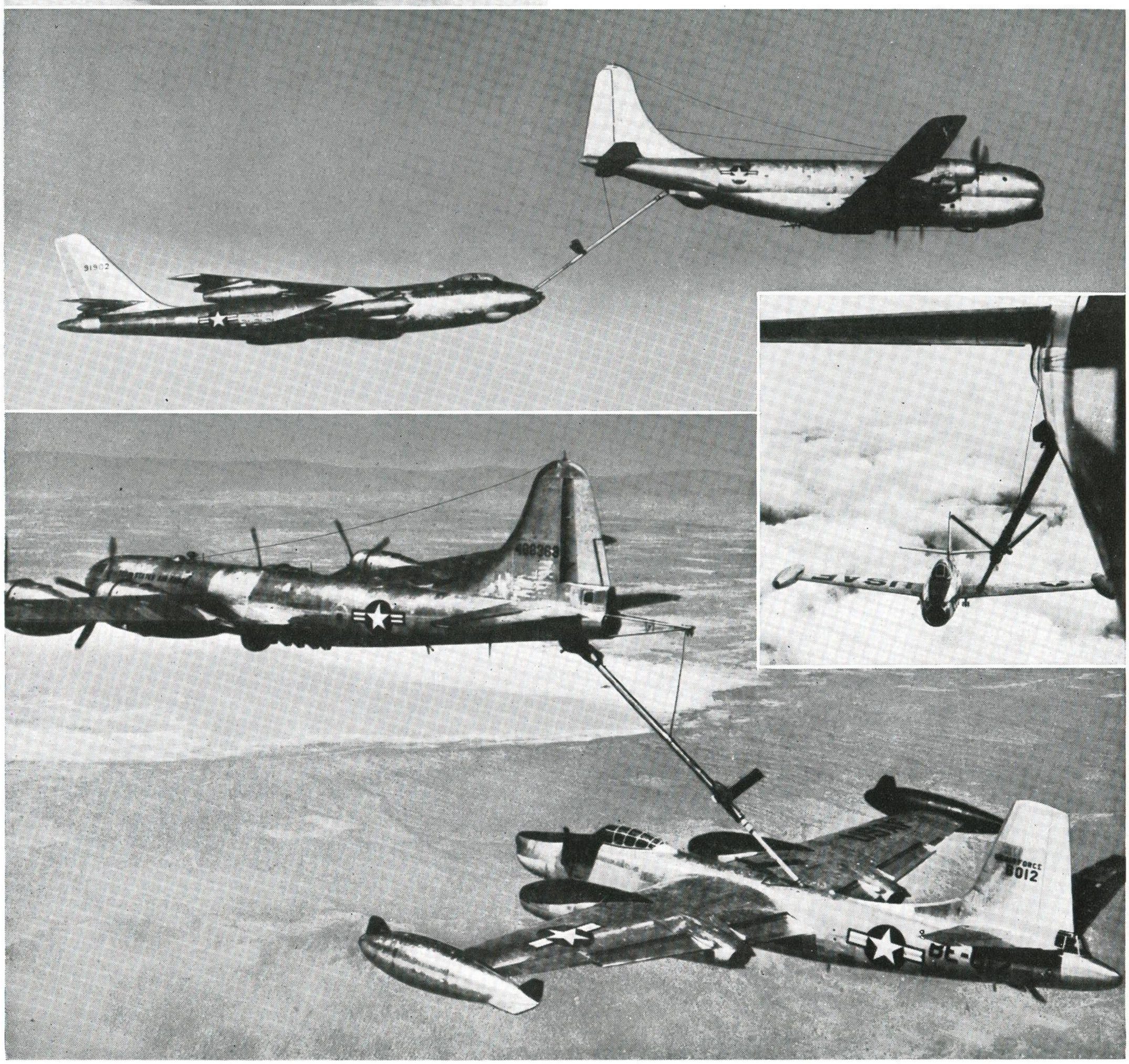




LOWER THE BOOM!

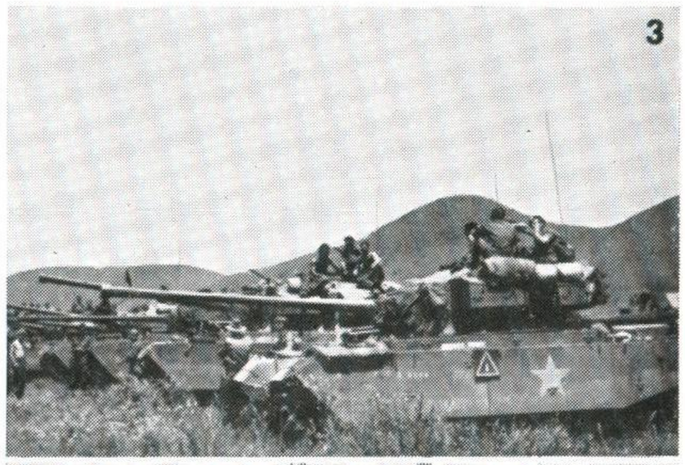


Mid-air refuelling is now commonplace. We illustrate two systems and various combinations of aircraft engaged. At top left, a British developed system in which the receiving aircraft "rams" its intake pipe into the cone at the end of the flexible pipe trailed by the tanker. In a system developed in America, the tanker "flies" its rigid telescopic refuelling boom into contact with the receiver aircraft. Aircraft illustrated here in refuelling contact are: (top to bottom) Lincoln and Meteor 4 fighter; KC-97E and B-47 bomber; KB-29 and F-84G fighter; KB-29 and RB-45C reconnaissance bomber.




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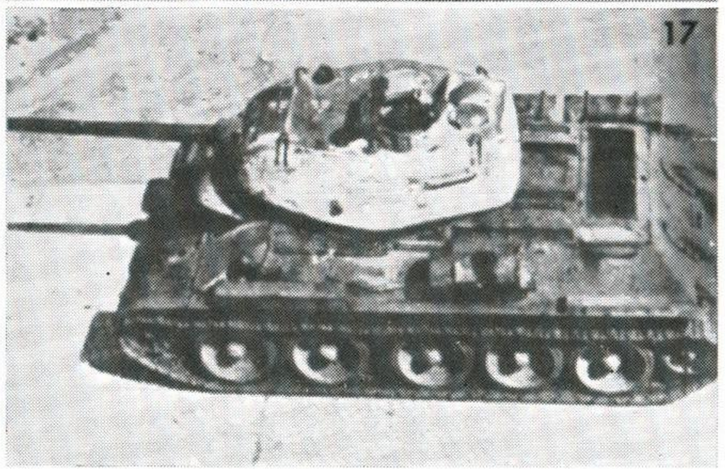

12

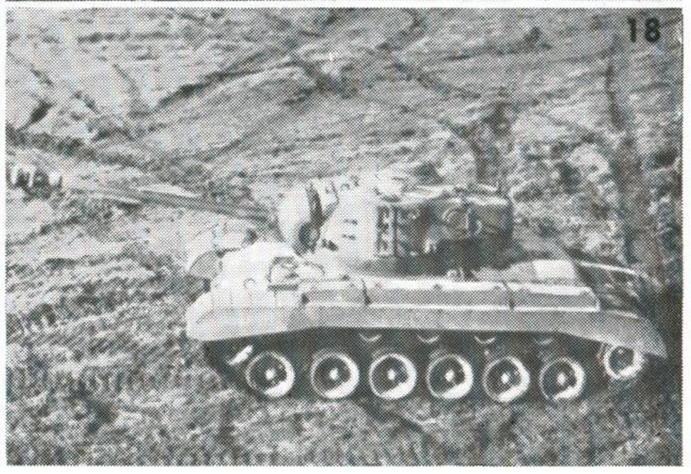

13


14

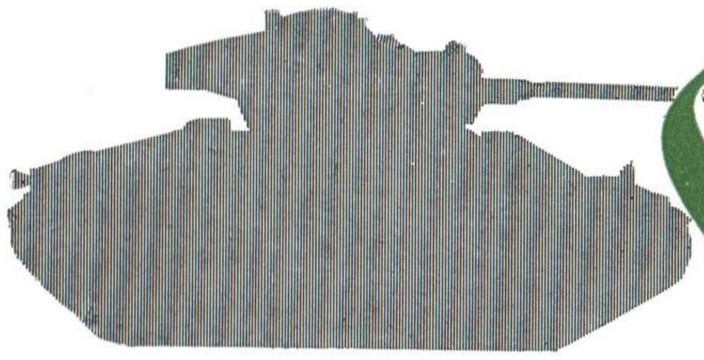

15


16


17


18

TANK TEST

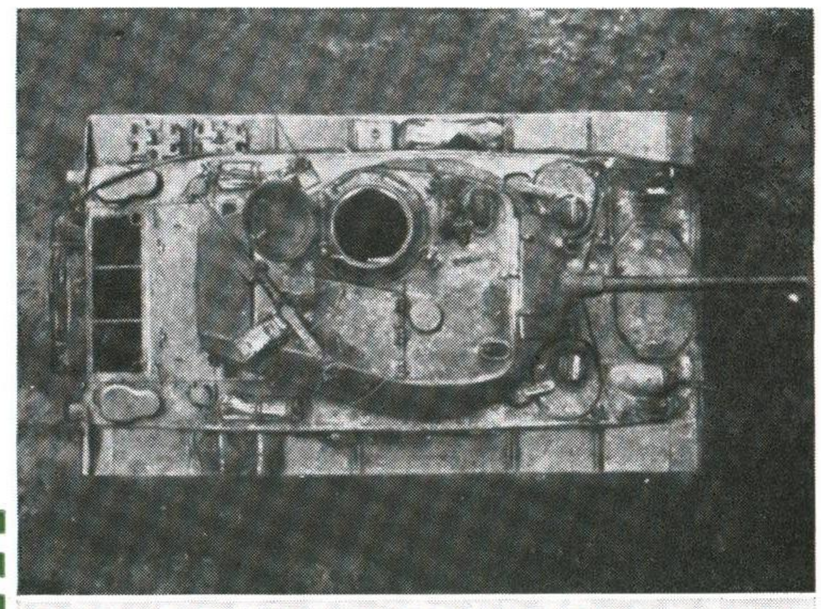


Chaffee

TECHNICAL DATA:

Crew: Four
Weight: 20 (short) tons
Length: 16 ft. 3 ins. (excl. gun)
Width: 9ft. 9 ins.
Height: 8 ft. 1 in.
Track width: 1 ft. 4 ins.
Speed: 35 m.p.h.
Armament: 75-mm. tank gun; Co-ax. 30-mm. MG.; Hull 30-mm. MG.; A.A. 50-mm. MG.







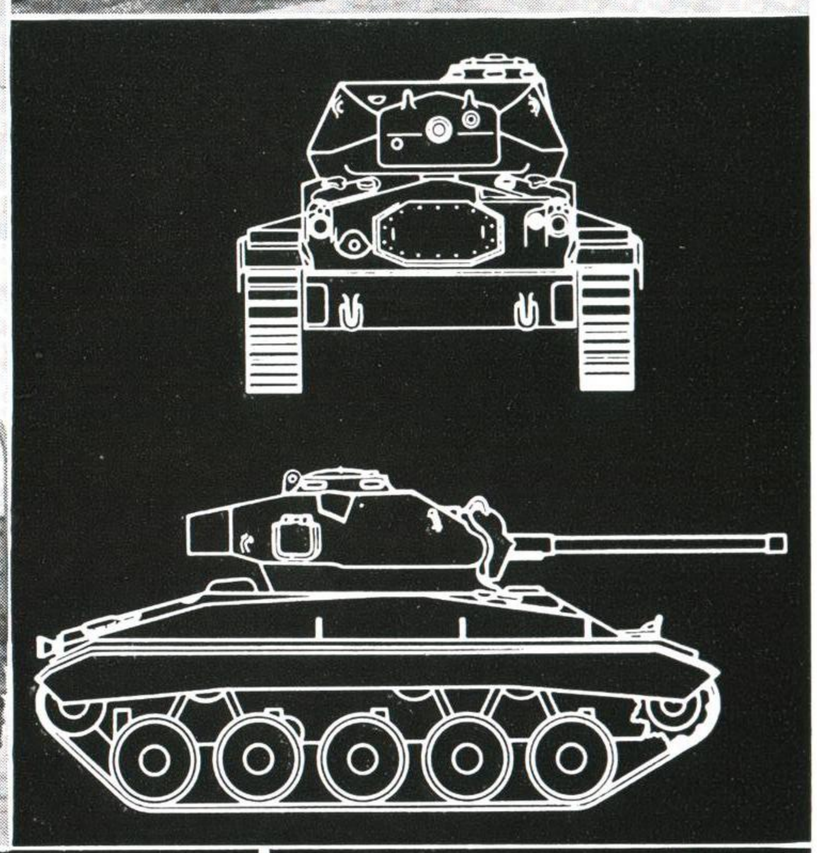


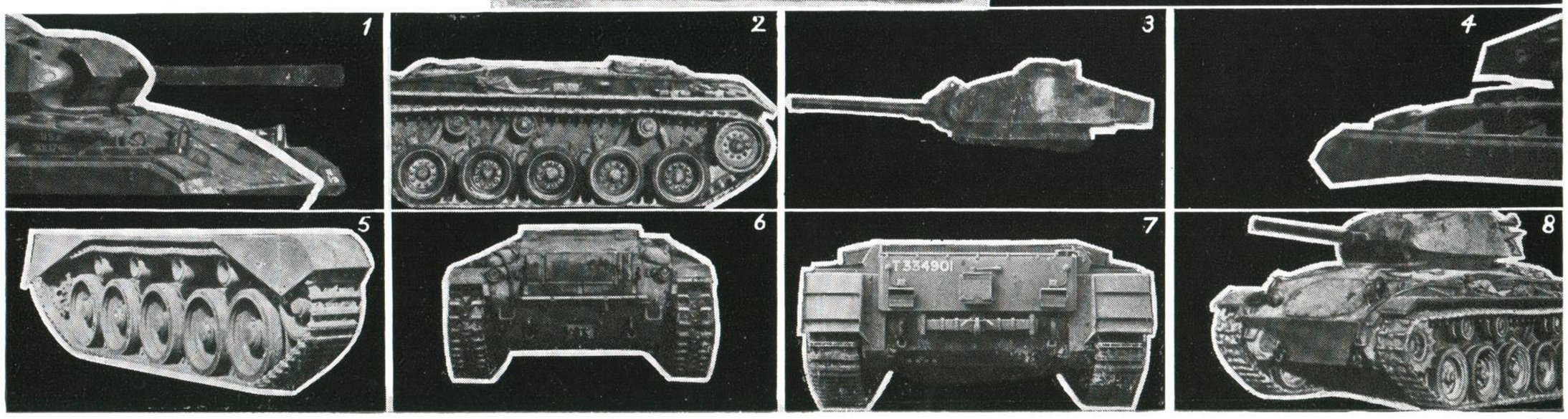


THE CHAFFEE—a light tank—is high and 'humpy'. A large turret, with sloping sides, is tapered to the rear and overhangs. The turret roof slopes to front and rear—as does the hull deck. The hull has a long glacis plate which ends in a sharp nose. There are five road wheels and three unevenly spaced top rollers.

From the information and pictures given, identify (in the pictures at bottom) those parts which belong to the Chaffee. Also identify any Chaffees which appear in the test on the opposite page. Solutions on the rear cover.









Pie-secky

According to a recent write-up in *The Saturday Evening Post*, Frank N. Piasecki, President of the Piasecki Helicopter Corporation, pronounces his name as " Pie-secky."

New Aircraft Recognition Material

PICTORIAL CHARTS

A.D. 4678 A.L.1 to C-82 and C-119 Packet
4675 B-36D and Stratocruiser
5214 Wyvern TF Mk.2
5227 F-94A
5215 Balliol T Mk.2

WORKING DRAWING 1/72ND SCALE MODEL

A.D. 5216 Balliol T Mk.2

LARGE SILHOUETTES

A.D. 4832 (Issue 2) Attacker F Mk.1
5222 F-94A
5223 MD 450 Ouragan
5224 Dragonfly HC Mk.3
5225 Sycamore HC Mk.11

NIGHT SILHOUETTE

A.D. 5193 Balliol T Mk.2

Bargains in Books

Service readers may like to know that, in accordance with the terms of a new Air Ministry Order promulgated during September, 1951, Services personnel are allowed to buy at reduced rates, unclassified air publications including the *Joint Services Recognition Journal.*

Demands for the *Journal* must be made through the usual channels as outlined in the A.M.O. and not, please, through the Editor or the Editorial Office.

Will any reader within reasonable distance of London who is in possession of accurate scale models (not greatly detailed nor exceeding a span of 24 inches) of the undermentioned aircraft please communicate with the Editor, *Joint Services Recognition Journal*, S.T.11, Air Ministry, Metropole Buildings, Northumberland Avenue, W.C.2. (TRAF. 7080, Ext. 312.)

Globemaster 2 (C-124) **Corse (SO 95)**
Bretagne (SO 30P)

FILMS TO SEE

Opportunities to see how your wartime recognition has weathered the years occur in "Flying Leathernecks", the story of the adventures of a United States Marine Corps Fighter Squadron in the Pacific theatre, and in "Rommel—Desert Fox". A comprehensive range of Japanese and American war-time aircraft which were in service in the Pacific theatre are featured in "Flying Leathernecks". There are good combat and post-war "shots" in various scenes depicting attacks on land targets, warships and merchant ships. In "Rommel—Desert Fox" are featured views of Allied and German wartime aircraft and tanks. Both films provide interesting visual recognition tests on targets, some of which are still in service.

BOOKS—by John W. R. Taylor

" The Big Show " by PIERRE CLOSTERMANN, D.F.C., with Foreword by Marshal of the Royal Air Force SIR JOHN SLESSOR, G.C.B., D.S.O., M.C. Chatto and Windus. 256 pp. Illustrated, 12s. 6d.

This war diary of a French fighter pilot who flew 420 operational sorties with the Royal Air Force has become one of the classics of World War II. Pierre Clostermann took part in every type of fighter operation, from high-level interception to dive-bombing German V-2 sites, and he describes them in a vivid, sincere style which transmits the reader from his armchair into the cramped cockpit of a Spitfire or Tempest, to share the excitement and fear of battle in the skies, and the agonising suspense of a belly landing in a crippled Spitfire at night. It provides rude shocks for those who think our Air Forces had the sky to themselves on the Continent after D-Day.

" Miracle at Kitty Hawk—The letters of Wilbur and Orville Wright." Edited by FRED C. KELLY. Farrar, Straus and Young, New York. 482 pp. Illustrated. $6.00.

Six hundred letters, from the Wright Collection of the U.S. Library of Congress, describe in their own words the lives and work of the first men to achieve sustained, controlled aeroplane flight. Fascinating and often amusing reading for the layman : a must for the student of aviation history.

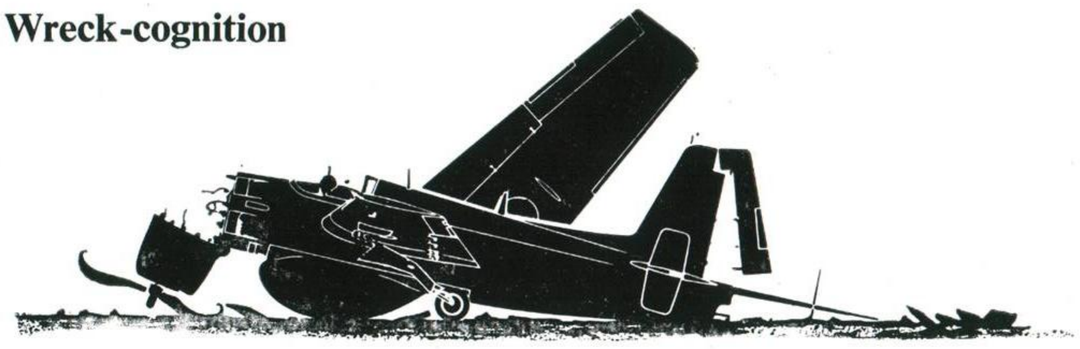
" The Sky is a Lonely Place," by LOUIS FALSTEIN, Rupert Hart-Davis. 269 pp. 10s. 6d.

A novel which tells the story of ten men forming the crew of a Liberator bomber of the U.S. 15th Air Force, based in Italy in 1944. Technicolored language and detailed accounts of the crew's off-duty affaires make it highly unsuitable Christmas present material for maiden aunts ; but descriptions of operational sorties and battles over heavily-defended enemy targets, based on fact, display skilful writing, preciseness of detail and a rare gift of compassion.

" No. 5 Bomber Group, R.A.F.", by W. J. LAWRENCE. Faber and Faber. 253 pp. Illustrated. 15s.

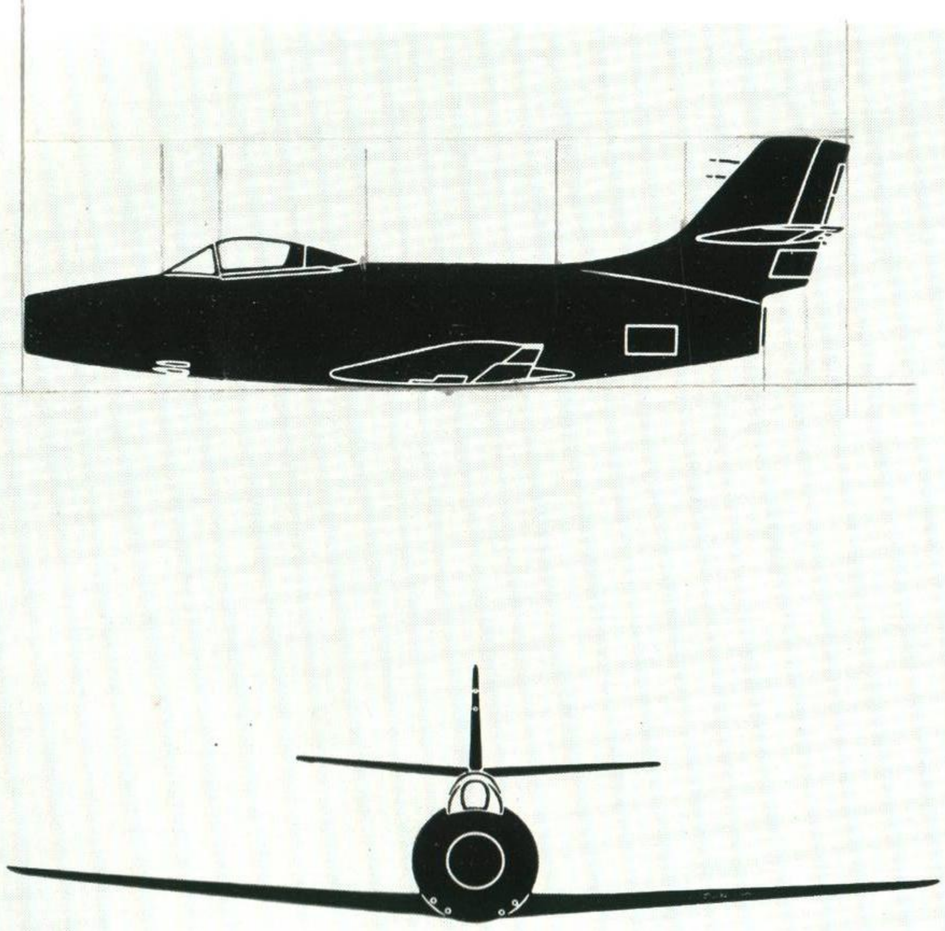
The history of No. 5 Group, Bomber Command, which carried out some of the most difficult and daring operations of World War II. Inside stories of Guy Gibson's dam-busting raid, the sinking of the *Tirpitz*, daylight raids on Augsburg and Le Creusot. Details of the development of the Pathfinder technique, of radar bombing aids and the gradual build-up of Bomber Command from a small force of single and two-motor bombers to an overwhelmingly-powerful armada of four-motor " heavies." A grand book which sets the standard for similar histories of other R.A.F. Groups.

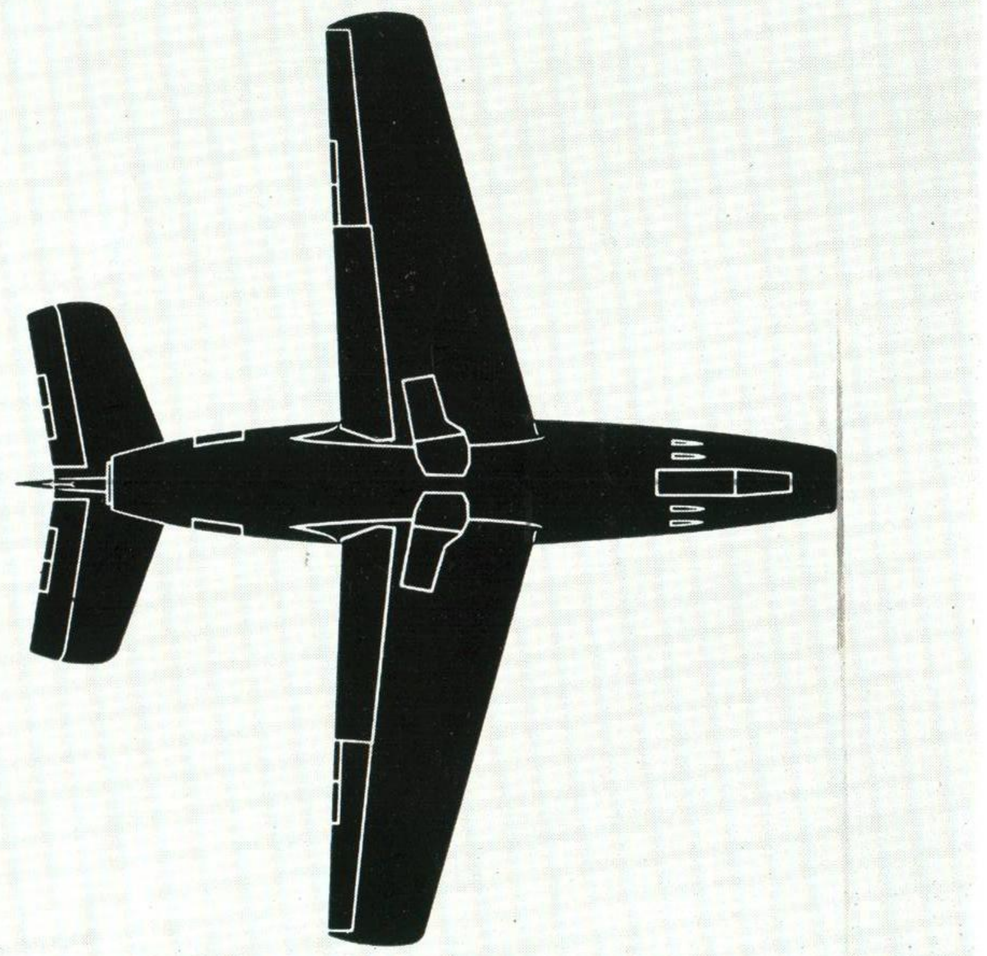
Wreck-cognition



(Answer on rear cover)

IDENTITY PARADE—OURAGAN





Engine: Hispano Nene

Span: 39 ft. 10 ins. Length: 35 ft. 6 ins.

RECOGNITION DETAILS:

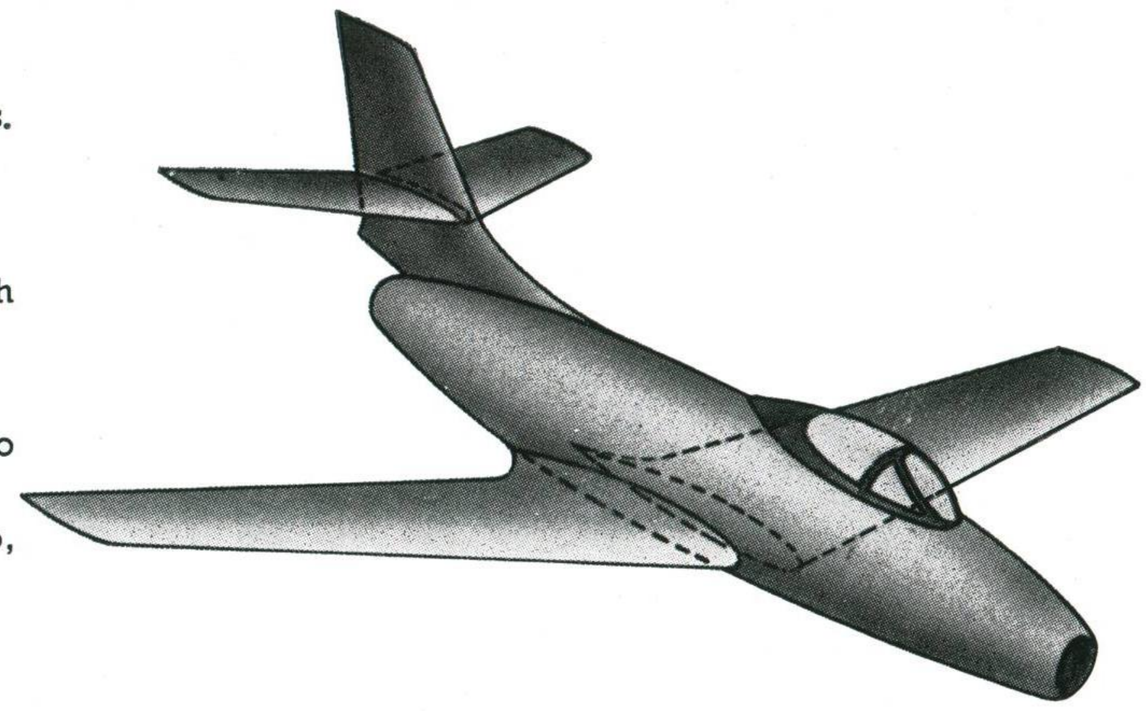
Wings: low-set, amidships, slight dihedral, slightly swept with most back taper on leading edge, blunt tips.

Fuselage: "skittle" shaped.

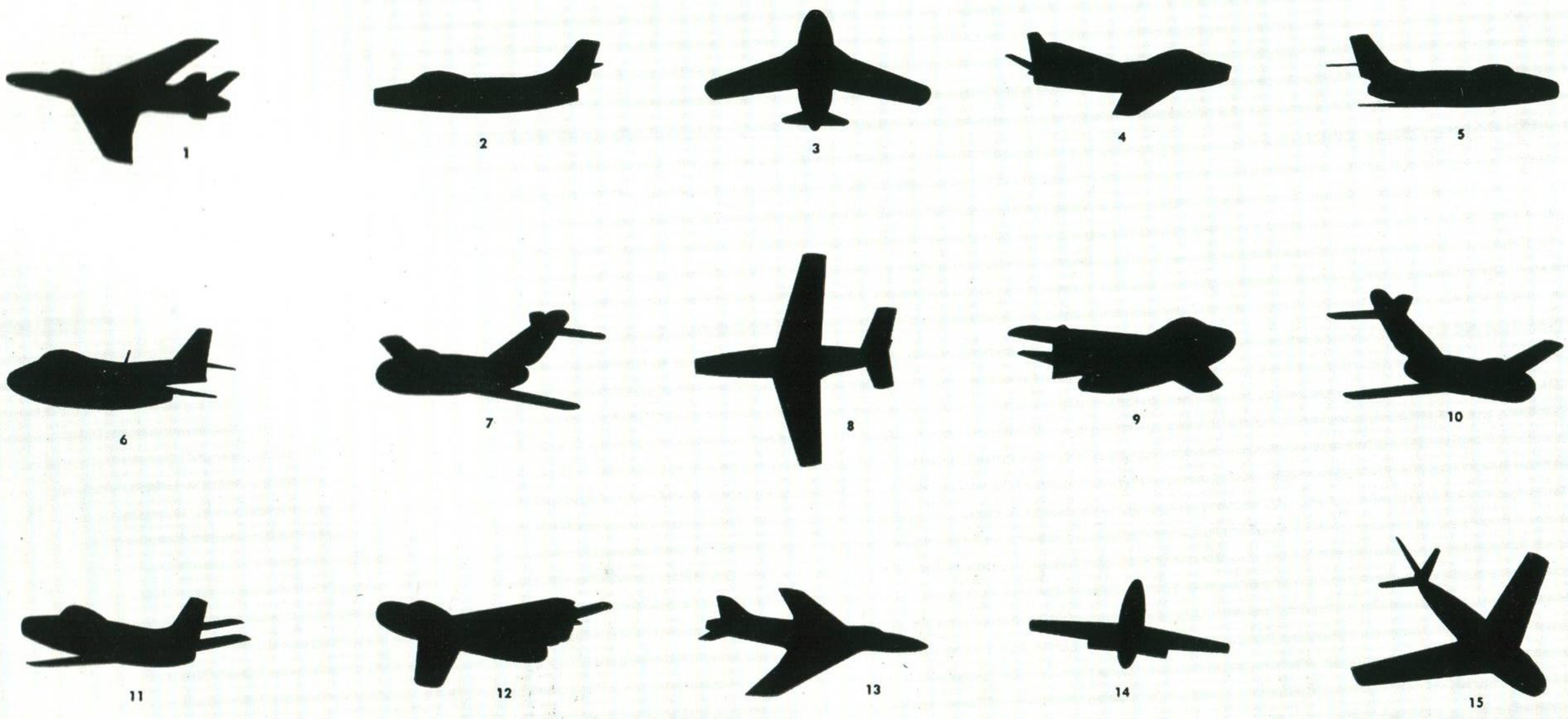
Tailplane: set third of way up fin, slight dihedral (equal to wings), swept with blunt tips.

Fin and rudder: swept, broad chord, dorsal fairing, blunt tip, cut-out for jet pipe.

Detail: streamlined cockpit canopy forward of wing.



With the aid of the information given above identify the Ouragan from amongst these swept-wing types below.
(Answers on rear cover.)





Cover Photo : Vickers Valiant Avon powered four-jet bomber for which a substantial order has been placed for the R.A.F.





TRICKY TRIO

Left to right : **Mariner, Sealand, Albatross**

SUBMARINER'S SHOTS

1. British battleship King George V Class
2. American battleship South Dakota Class
3. British cruiser Dido Class
4. Russian destroyer Improved Gordy Class
5. Liberty ship
6. Russian cruiser Kirov Class
7. British fleet carrier H.M.S. Indomitable
8. British cruiser Dido Class
9. British fleet carrier H.M.S. Indomitable
10. British battleship H.M.S. Vanguard
11. American battleship Washington Class
12. American light fleet-carrier Independence Class
13. Russian battleship Sevastopol
14. British cruisers Southampton Class
15. Russian destroyer Gordy Class
16. Russian cruiser (Stalingrad, ex Italian " Emanuele Filiberto Duca D'Aosta ")
17. British light fleet carrier Colossus Class
18. British cruiser Modified Dido Class

SOLUTIONS TO RECOGNITION TESTS IN THIS EDITION :

If you are unable to recognise any ship, tank or aircraft in the test illustrations, try to identify it with the aid of silhouettes or other illustrations before checking with lists below.

ELEMENTARY

91. **Superfortress** (RB-50B)
92. **Auster** (T Mk. 7)
93. **Lancaster** (B Mk. 7)
94. **Bristol 170** (Mk. 21)
95. **Attacker** (F Mk. 1)
96. **Hornet** (F Mk. 3)
97. **Meteor** (NF Mk. 11)
98. **Meteor** (PR Mk. 10)
99. **Athena** (T Mk. 2)
100. **Prentice** (T Mk. 1)
101. **Spitfire** (PR Mk. 19)
102. **Halifax** (A Mk. 9)
103. **Guardian** (AF-2W)
104. **Seafire** (F Mk. 47)
105. **Hastings** (C Mk. 1)
106. **Neptune** (P2V-2)
107. **Seafire** (F Mk. 17)
108. **Seahawk** (F Mk. 1)

SILLOGRAPHS

100. **Provost** (T Mk. 1)
101. **Superfortress** (B-50D)
102. **Shooting Star** (F-80A)
103. **Skyshark** (A2D-1)
104. **Neptune** (P2V-2)
105. **DC-6**
106. **Sea Hornet** (F Mk. 20)
107. **Sea Venom** (NF Mk. 20)
108. **Tornado** (RB-45C)
109. **MIG-15**
110. **Vampire** (FB Mk. 5)
111. **Banshee** (F2H-2)
112. **Prentice** (T Mk. 1)
113. **Panther** (F9F-5)
114. **Ouragan**
115. **PE-2**
116. **Savage** (AJ-1)
117. **Stratojet** (B-47A)

ADVANCED

214. **Comet**
215. **Balliol** (T Mk. 2)
216. **Firefly** (FR Mk. 1)
217. **Bearcat** (F8F-1)
218. **Convair-Liner**
219. **Convair L-13A**
220. **Sea Vampire** (F Mk. 20)
221. **Globemaster 2** (C-124)
222. **Harvard 2**
223. **Marathon 1**
224. **Constellation 649**
225. **Cutlass** (F7U-1)
226. **Meteor** (PR Mk. 10)
227. **Attacker** (F Mk. 1)
228. **Breguet 763**
229. **Meteor** (NF Mk. 11)
230. **Marlin** (P5M-1)
231. **Sea Prince** (C Mk. 1)

TWIN TRANSPORTS

1. **Anson**
2. **Valetta**
3. **Dakota**
4. **Dove**
5. **Viking**
6. **Convair-Liner**
7. **Dakota**
8. **Anson**
9. **Dove**
10. **IL-12**
11. **Dove**
12. **Anson**
13. **Viking**
14. **Valetta**
15. **Convair-Liner**
16. **IL-12**
17. **Convair-Liner**
18. **IL-12**
19. **Dakota**
20. **Convair-Liner**
21. **Viking**
22. **Dove**
23. **Dakota**
24. **Valetta**
25. **Convair-Liner**
26. **Viking**
27. **Anson**
28. **Dakota**
29. **Valetta**
30. **Viking**
31. **Convair-Liner**
32. **Dakota**
33. **Dove**
34. **Valetta**
35. **Convair-Liner**
36. **IL-12**
37. **IL-12**
38. **Viking**
39. **Convair-Liner**
40. **Anson**
41. **Valetta**
42. **Dakota**
43. **Dakota**
44. **Anson**
45. **Anson**
46. **Dove**
47. **Viking**
48. **Dakota**
49. **IL-12**
50. **Dove**
51. **Valetta**
52. **Convair-Liner**

IDENTITY PARADE

1. **Swift**
2. **Ouragan**
3. **Saab J 29**
4. **Sabre**
5. **Ouragan**
6. **Saab J 29**
7. **MIG-15**
8. **Ouragan**
9. **Saab J 29**
10. **MIG-15**
11. **Ouragan**
12. **MIG-15**
13. **Swift**
14. **Ouragan**
15. **Sabre**

HIGHLIGHTS

37. **Hornet** (F Mk. 3)
38. **Canberra** (B Mk. 2)
39. **Attacker** (F Mk. 1)
40. **Heron 1**
41. **Swift** (F Mk. 1)
42. **Gannet** (AS Mk. 1)
43. **MIG-15**
44. **Bristol 170**
45. **Sea Prince** (C Mk. 1)
46. **Ilyushin twin-jet**
47. **Tornado** (RB-45C)
48. **Cutlass** (F7U-1)
49. **Venom** (FB Mk. 1)
50. **Sabre** (F-86)
51. **Invader** (B-26)
52. **Sea Venom** (NF Mk. 20)
53. **Convair-Liner**
54. **Fury** (FJ-1)

TANK TEST

1. **Sherman** (U.S.)
2. **T34-85** (U.S.S.R.)
3. **Centurion 3** (British)
4. **Pershing** (U.S.)
5. **Chaffee** (U.S.)
6. **Pershing** (U.S.)
7. **Centurion 3** (British)
8. **Chaffee** (U.S.)
9. **T34-76** (U.S.S.R.)
10. **Patton** (U.S.), **Pershing** (U.S.), **T34-76** (U.S.S.R.), **Sherman** (U.S.), below : **Centurion 3** (British)
11. **Centurion 3** (British)
12. **Centurion 3** (British)
13. **Sherman** (U.S.)
14. **Walker Bulldog** (U.S.
15. **Sherman** (U.S.)
16. **Pershing** (U.S.)
17. **T34-85** (U.S.S.R.)
18. **Pershing** (U.S.)

CHAFFEE TEST (page 237)

All Chaffees, except 5 and 7 which are Comets

SHIP TEST

29. American Essex Class
30. British Implacable Class
31. British H.M.S. Indomitable
32. American Essex Class
33. British Colossus Class
34. British Implacable Class
35. British Illustrious Class
36. American Independence Class

WRECK-COGNITION

Guardian AF-2W

TRICKY TRIO



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