

JOINT



SERVICES

RECOGNITION

Journal



Vol. 16 NOVEMBER 1961 No. 11



Here's an aeroplane many readers of the Journal will know—and may know it well. But to know it is not enough: it must be identified: to identify it means saying precisely what it is and—to be of any use—to say it instantly: to identify instantly needs practice. If you hesitated over this North American Vigilante you'll find it featured on page 286 in a way which will give you some identifying practice.



JOINT SERVICES

RECOGNITION JOURNAL

The *Joint Services Recognition Journal* is a monthly publication produced in the Department of the Assistant Chief of the Air Staff (Training), Air Ministry, and prepared in collaboration with the Admiralty, the War Office and the Ministry of Aviation (Air Technical Publications). Applications for copies can only be accepted from the Services or other official bodies, and must be submitted through the normal official publications supply channels—not to the Editorial Office or direct to the Air Ministry.

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*Identification Lessons

Farnborough and Aircraft Recognition

THERE WAS NO spate of new aircraft types making their debut at the 1961 Display by the Society of British Aircraft Constructors. To many, particularly the enthusiastic spotters this was a disappointing aspect of the show. However, this was to a large extent made up by the promise of Royal Air Force and Royal Navy participation on a larger scale than in previous years, but unfortunately the weather curtailed flying programmes on some days.

For those compelled to learn aircraft identification, Farnborough provoked no startling new types for *Journal* lessons. In fact only the H.P.115 and the products of the newly-formed Beagle Company were strange to Farnborough. The Handley Page H.P.115 (illustrated on page 292) is purely a research aircraft and of such an unconventional appearance that it presents no identification problem. This is not so with the Beagles which, competing in the large field of executive and touring aircraft, have much in common with the products of their American competitors, Cessna, Beechcraft and Piper. A primary reason for this is the proven American light engines, Lycomings and Continentals, which are common features to the American types mentioned and the new Beagles. One Beagle has been designed for military use, the Beagle-Auster A.O.P. Mk 11 which may well supersede the present Auster A.O.P. Mk. 9. It is illustrated here.

A breath of the past was presented by an Avro Lincoln in the static park. This aircraft, now used for de-icing research recalled the difficult days of recognition training when even the description—"a four-engined mid-wing monoplane with twin tail-fins"—would have needed further

qualification to distinguish it apart from several other types. The fallibility of the old, ponderous memorising method was evident in the modern trend where twin-engined aircraft such as the Lightning and Javelin have the basic configuration of a single-engined type, and auxiliary fuel tanks on a Comet are far more conspicuous than its four engines neatly faired into the wings.

Perhaps the only disturbing factor, from the recognition point of view, was presented by the Gnat with its array of underwing stores, rockets, bombs and fuel tanks, that could be fitted in various combinations. Inevitably the carriage of such stores adds difficulties to identification.

The attractive colour scheme bestowed upon the civilian aircraft exhibited made a colourful display and the white Victor with roundels in pastel shades instead of national colours and the big black Lincoln with a large white provisional registration provided the extremes of contrast, while the trainer types, daubed with dayglo paint, became literally the most outstanding types. It was a fine array.



Beagle-Auster A.O.P. 11



Sud-Aviation S.O. 1221 Djinn

From the same firm as the Alouette, Sud-Aviation, comes this light, two-seat, 80 m.p.h. helicopter, the Djinn (pronounced Gin) which is being produced for the

French Army and the Federal German Defence Ministry among other purchasers.

Like the Bell 47G Trooper (U.S. Army Sioux) the Djinn is a two-rotor helicopter with an uncovered fuselage revealing a skeleton framework, but in this case the rotors are driven by compressed air supplied by a turbo-generator mounted behind the cabin—in fact on the principle of the rotary lawn sprinkler. This necessitates the piping that gives the Djinn one positive identification feature. Another distinctive feature, however, the triple-tail, cannot be trusted for in some models the outboard fins have been removed.

Take a good look at the key picture above of the standard demonstration Djinn; read the lesson instructions and have a go at this “little devil”—which is in fact what Djinn means.

Use the key pictures above and below to identify the target views.



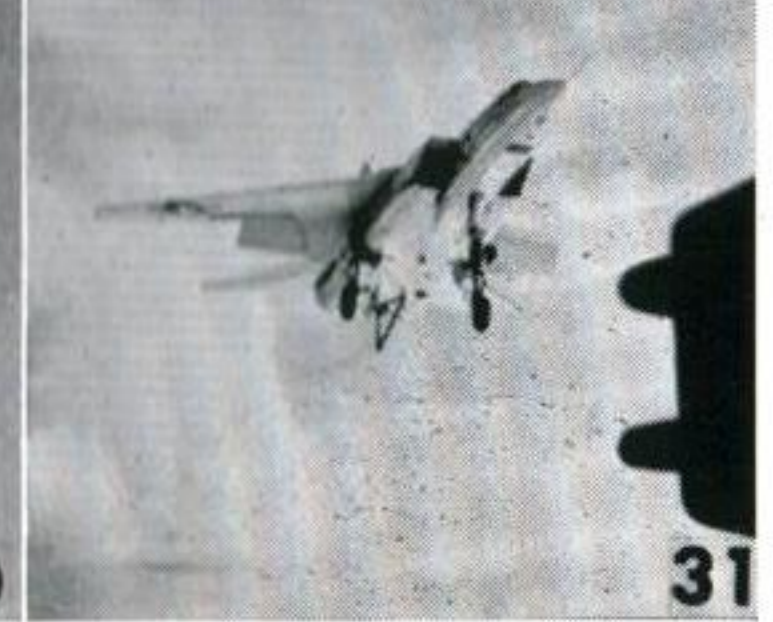
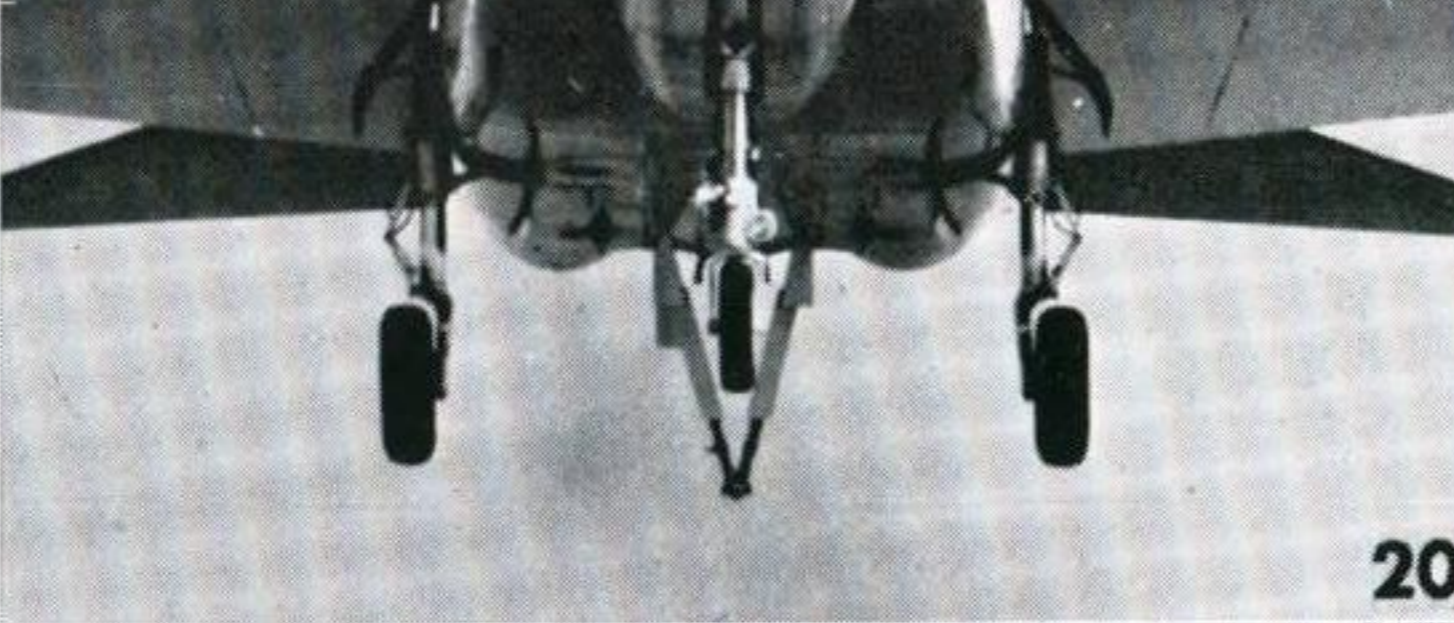
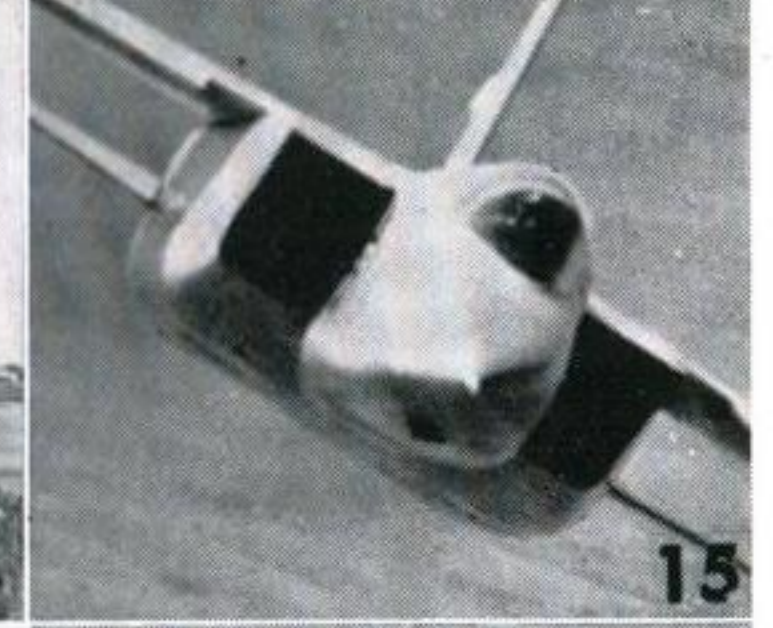
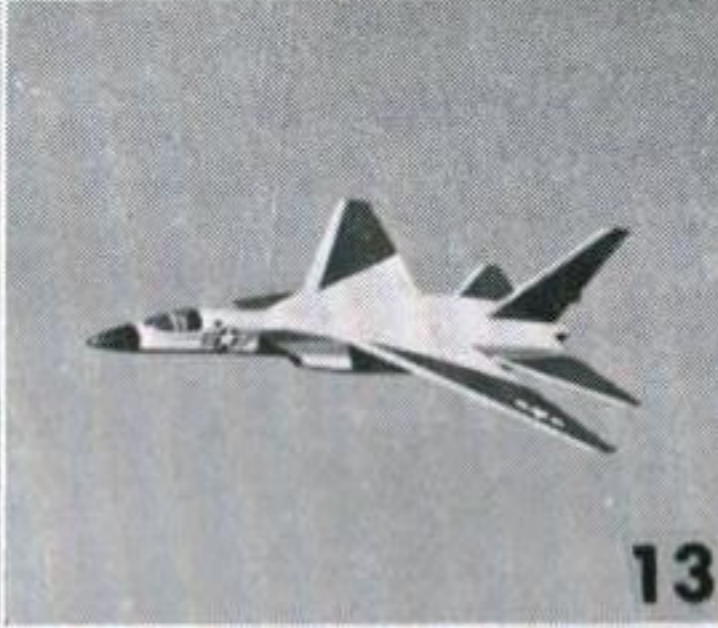
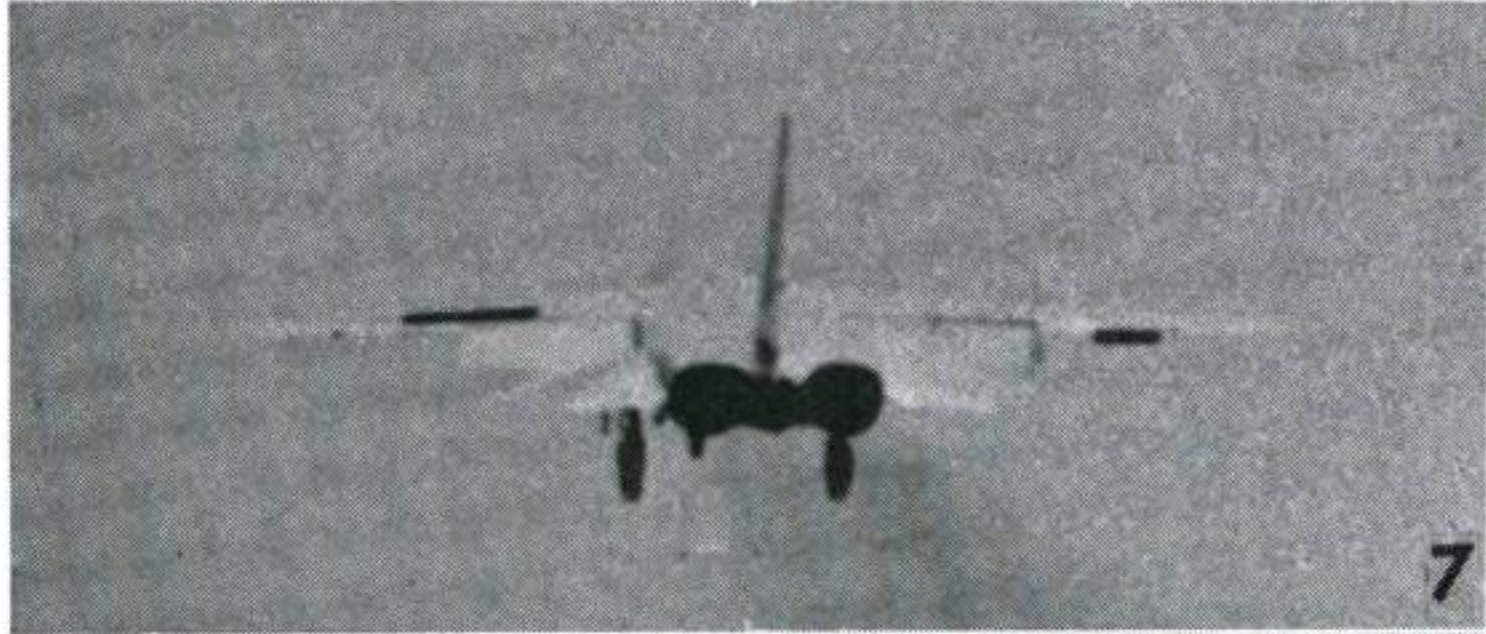
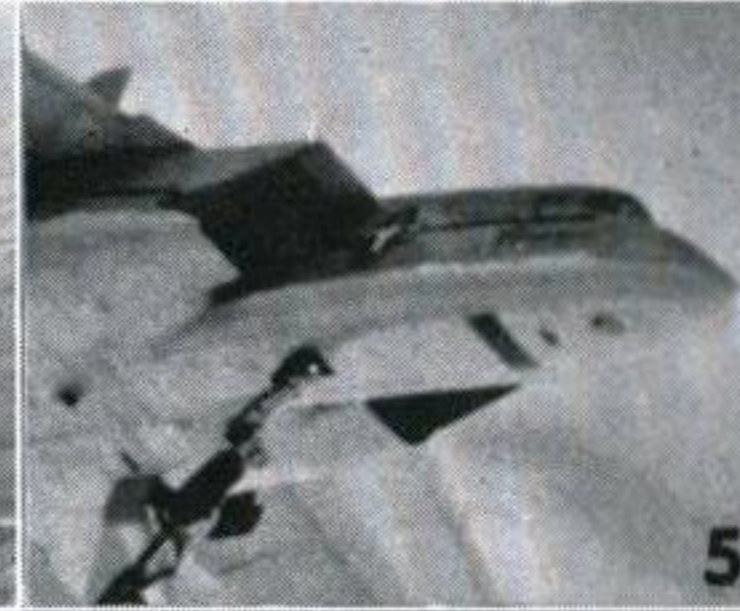
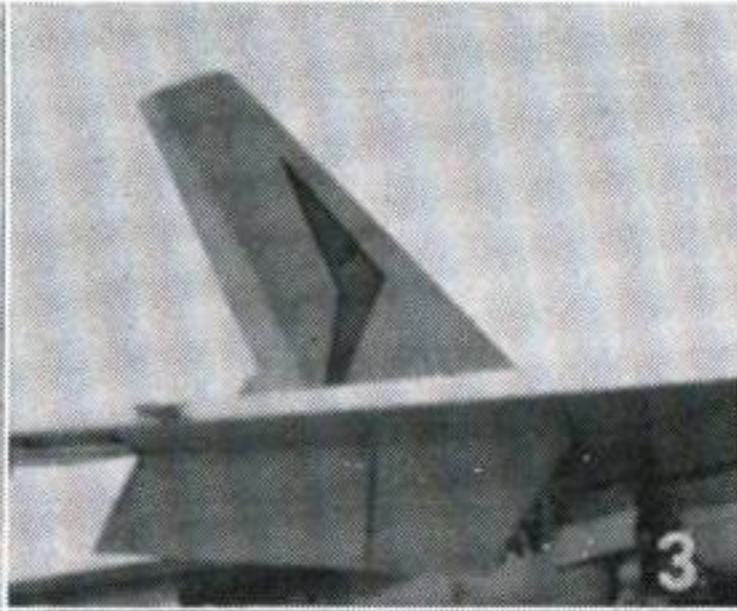
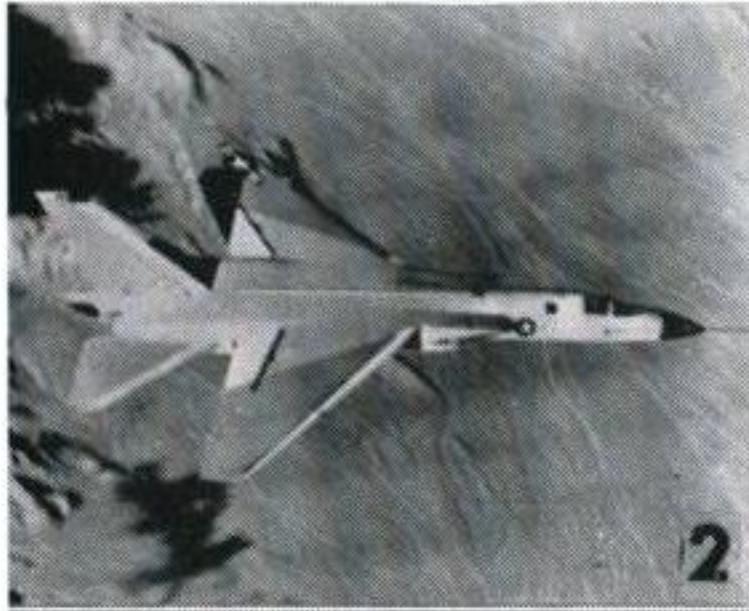
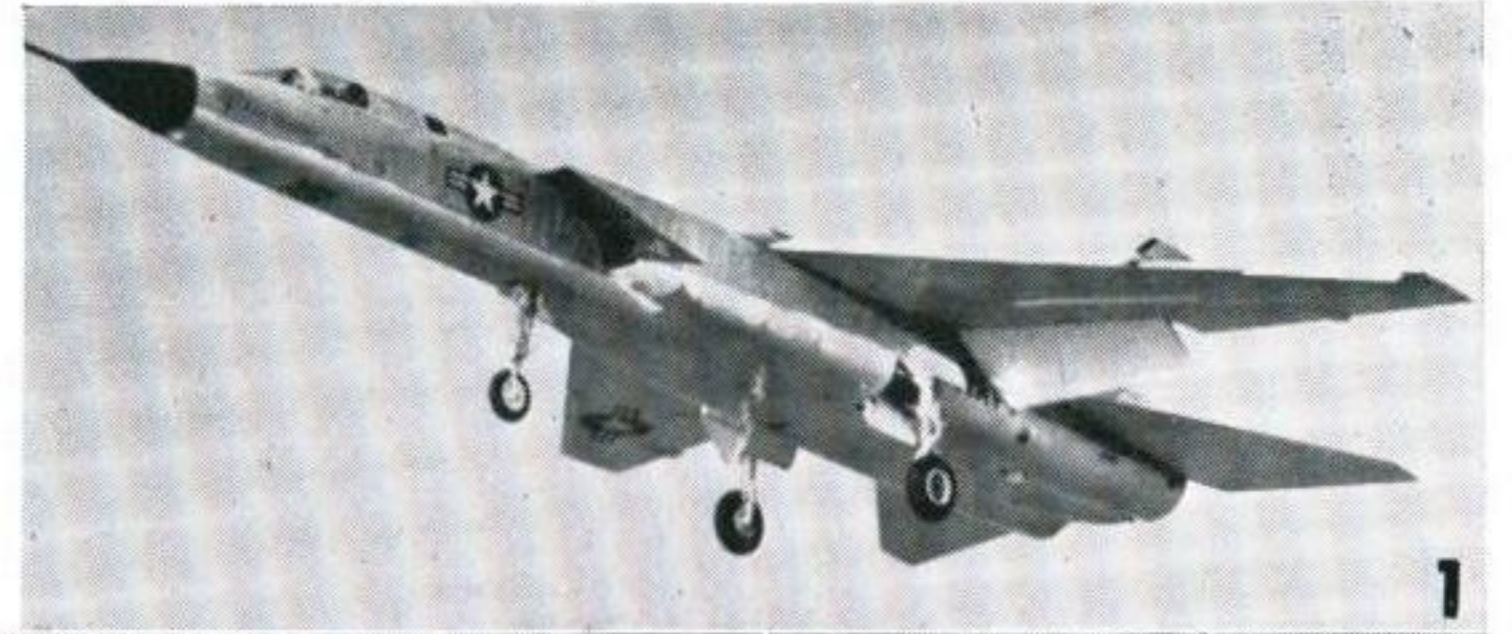


A3J Vigilante

In the April 1961 *Journal* you had a lesson on the Vigilante, following the first delivery of the type to the U.S. Navy. Now that it is

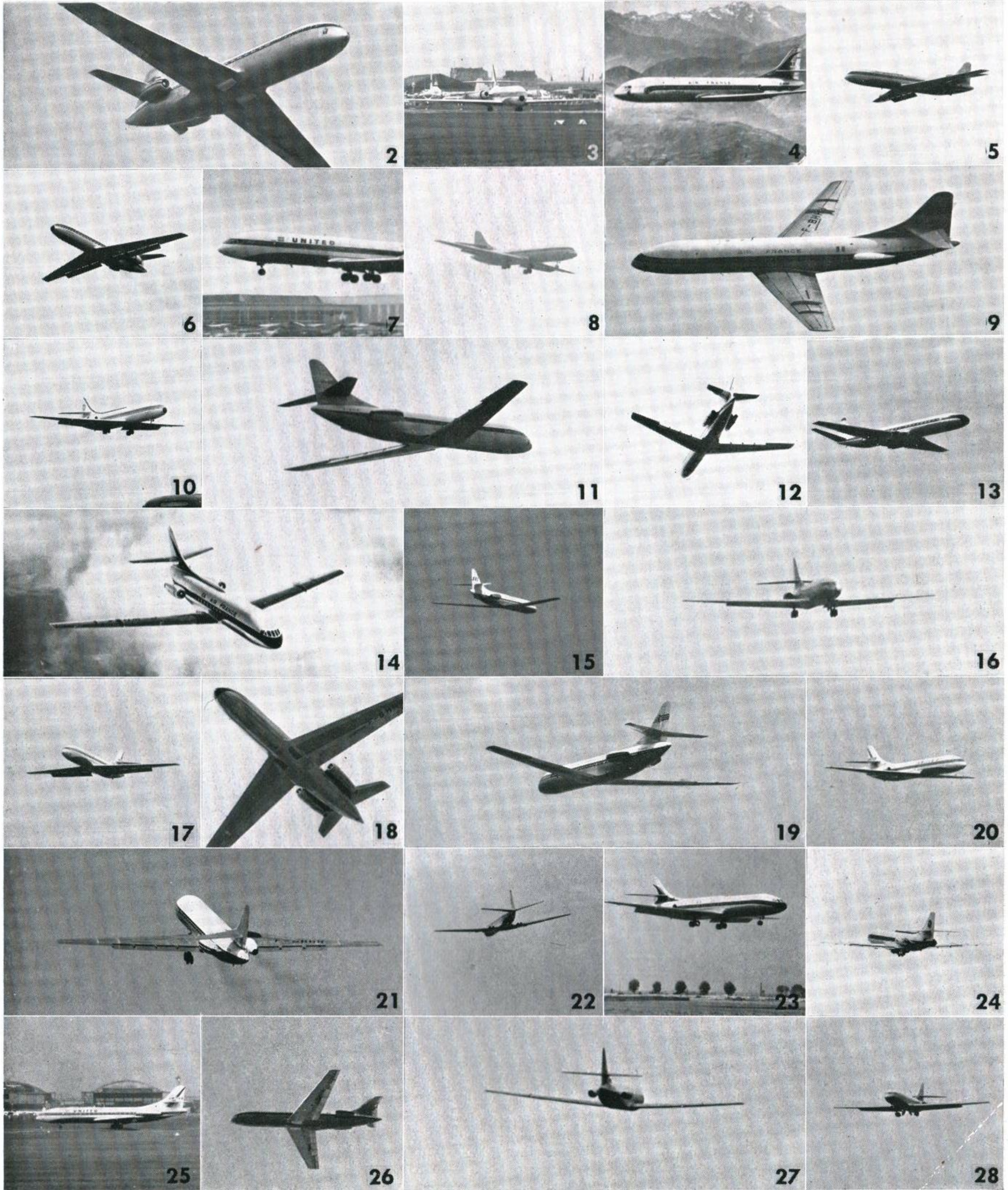
in carrier service, we give you the opportunity to increase your vigilance by a refresher on this type. Read the lesson instructions on page 296, use target No. 1 as a key and don't be caught by the jokers.

Span: 50 feet (Approx.).



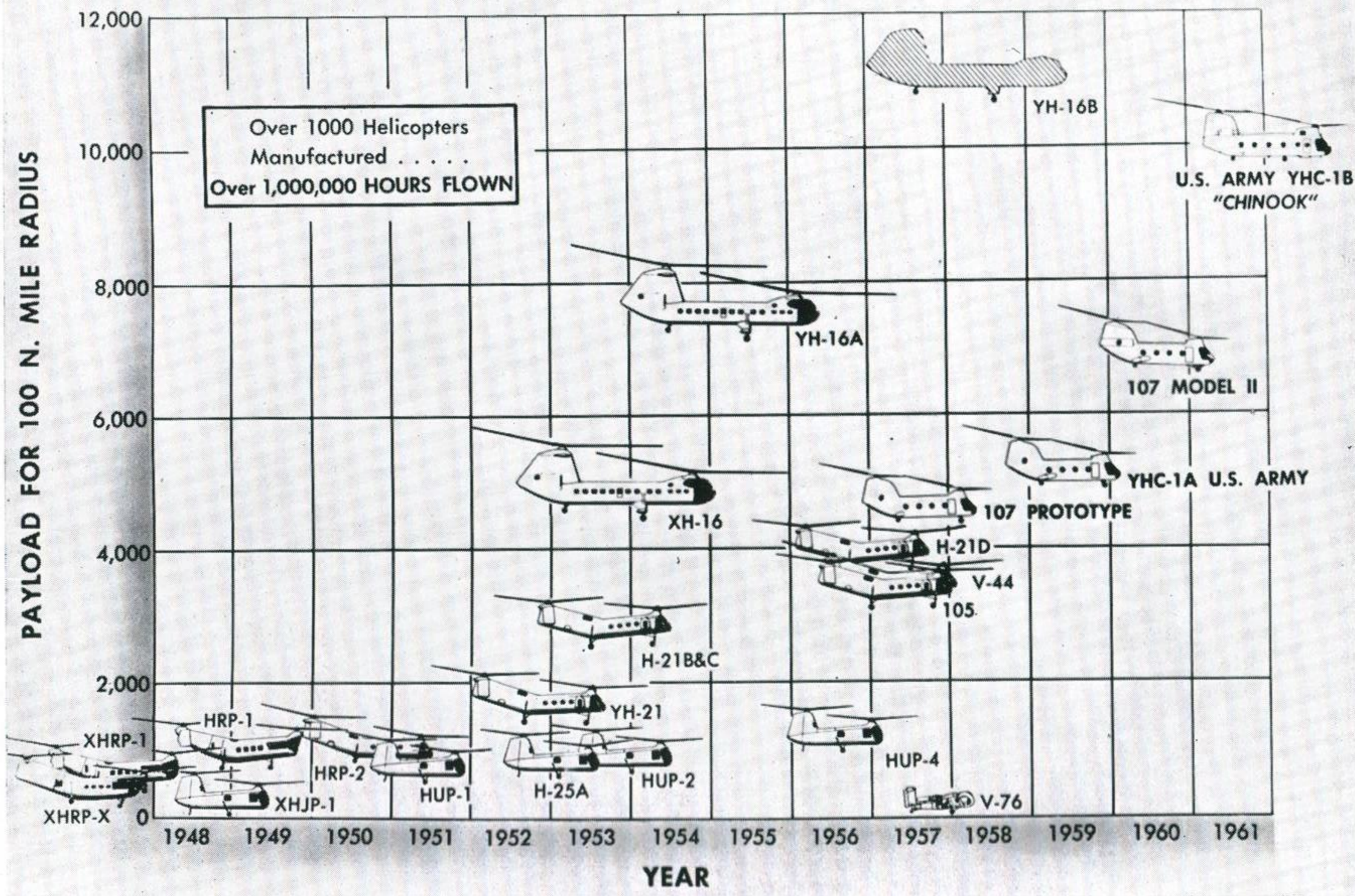
Caravelle—Refresher

Rear-mounted engines on the fuselage side—can you possibly mistake this French airliner—but look, they are not immediately apparent in Target No. 1, and engines in the wing are not so conspicuous by their absence because we have grown used to the Comets with their engines neatly buried in the wing. In a view like No. 18, what could it be other than a Caravelle—nothing today—but any day now the new D.H.121 will be flying and that has rear-mounted engines. Usual lesson rules apply.



Use target Nos. 1 and 18 to find out if all the others are Caravelles.

VERTOL MODEL DEVELOPMENT



Vertol Helicopters

The identification of individual Vertol helicopters is complicated by the difficulties in putting the right name to each familiar shape. Types used by civilian operators are known by the manufacturers' designations and military types by service designations and names. Not only that, but the company itself changed its name from the Piasecki Helicopter Corporation in 1956 and it is now a division of the Boeing Company.

The chart above shows Piasecki/Vertol/Boeing-Vertol helicopter development up to last year. Below are representative Piasecki types. The giant YH-16A Transporter (centre) has been abandoned but the H-21 Shawnee (left) and HUP Retriever (right) are still in U.S. Army and U.S. Navy service respectively.

Whether or not you recognise the particular type of Vertol is not so important so long as you identify it as of Vertol type and these helicopters all have a characteristic "tilt up" at the tail.





Vertol Model 44



Vertol Retriever
(U.S. Navy—FUP/U.S. Army—Army Nucle)



Vertol Work Horse (U.S. Army Shawnee)

Vertol Vortices

From these key pictures, using the technique described on page 296, try identifying the targets below. It so happens that all our key pictures show these American Vertols in Canadian service and varying insignia on the targets indicate how widely these helicopters are used. Do not be fooled by the bulges under, for example, the Swedish Vertol (No. 15) which constitute flotation gear or auxiliary fuel tanks (as in No. 22). Since there is little detail difference between the Work Horse and the Model 44, note that the latter appears rather more squat. The number and position of windows is not a true guide as these vary with models of the same type.



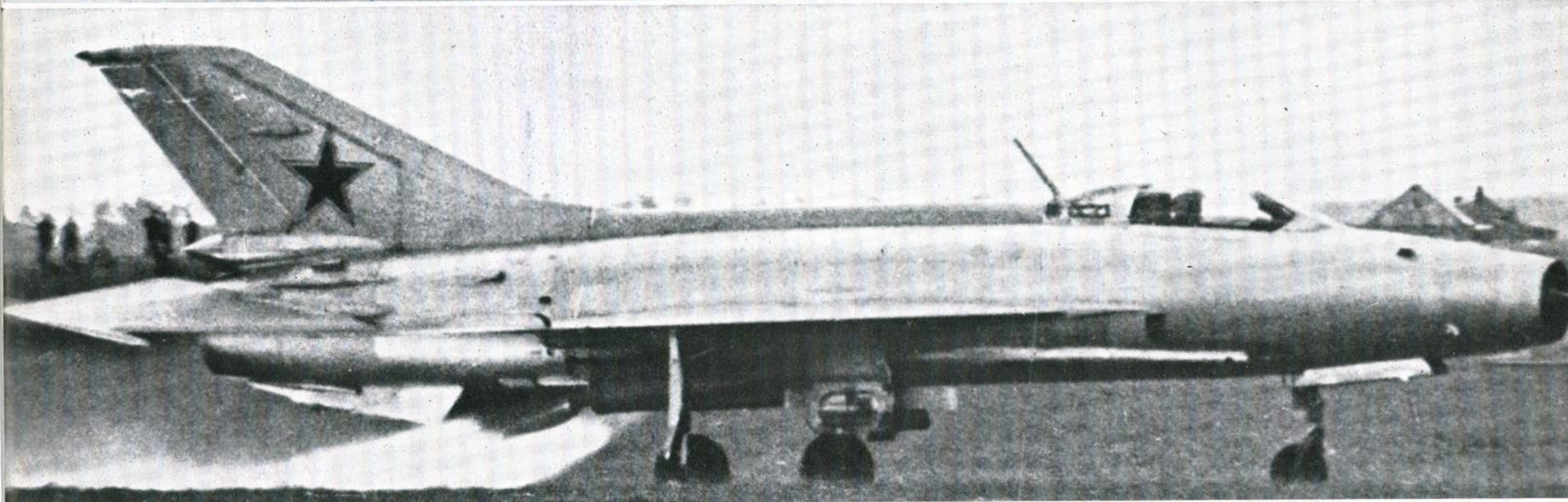
Soviet Circus

The Red Air Force Aviation Day Display in July at Tushino, near Moscow, made public a number of new Russian aircraft types. From transient glimpses of the display on television and fleeting seconds on newsreels, the display may have appeared brief; in fact it lasted four hours.

Here we present some of the fighter types that appeared at Tushino, but in addition to those shown, Fishpots, Fitters and Frescos also took part as well as a new fighter, code-named Flipper, which is similar to a Fishpot, but believed to be twin-engined.

Flashlights are still much in evidence and the basic design has been considerably modified. Flashlight B fighters (right) are seen with larger nacelles, suggesting afterburners, and saw-tooth wings, and below yet another variant known as the Firebar with a modified nose. An improved version of the Flashlight C was also observed at the display.



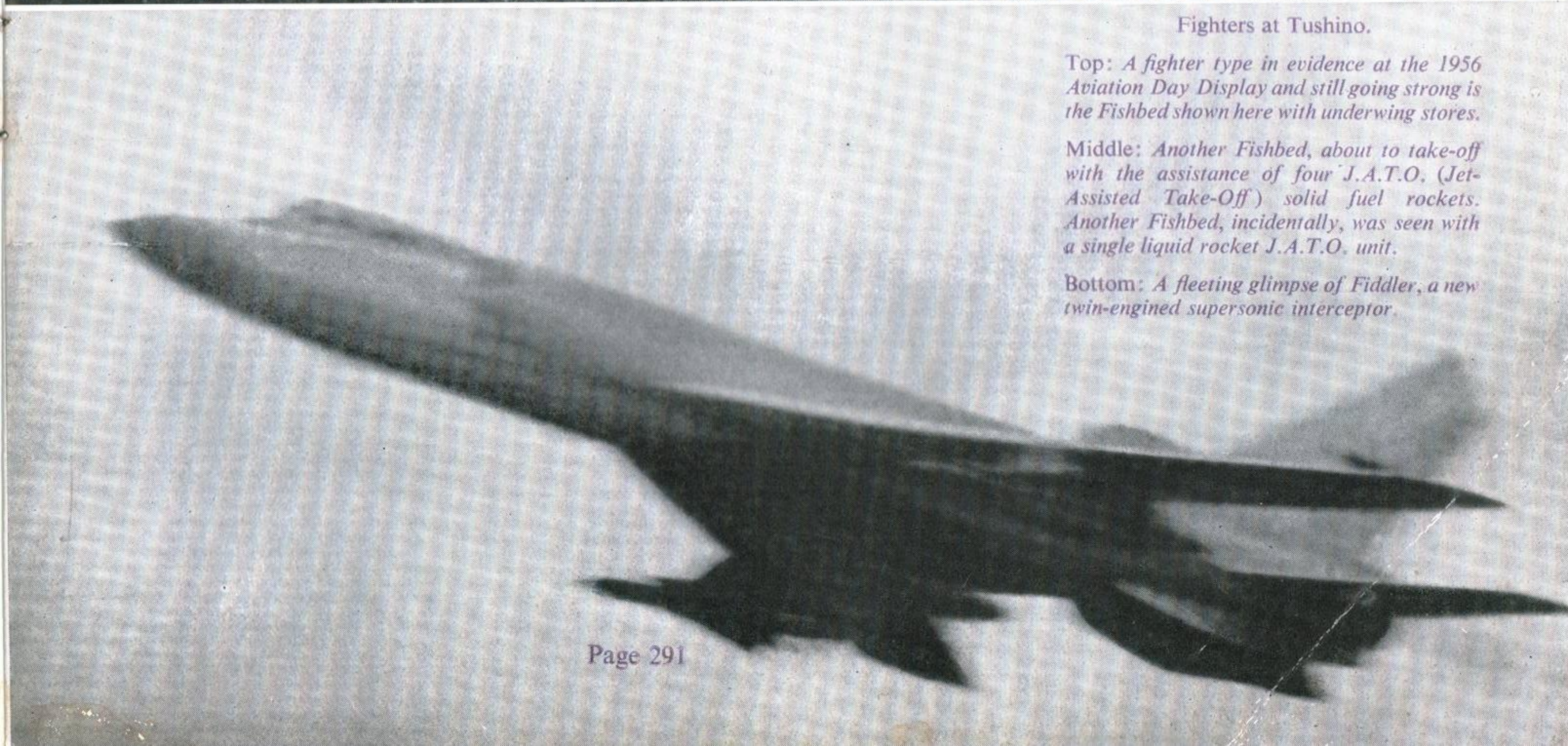


Fighters at Tushino.

Top: A fighter type in evidence at the 1956 Aviation Day Display and still going strong is the Fishbed shown here with underwing stores.

Middle: Another Fishbed, about to take-off with the assistance of four J.A.T.O. (Jet-Assisted Take-Off) solid fuel rockets. Another Fishbed, incidentally, was seen with a single liquid rocket J.A.T.O. unit.

Bottom: A fleeting glimpse of Fiddler, a new twin-engined supersonic interceptor.



Briefs

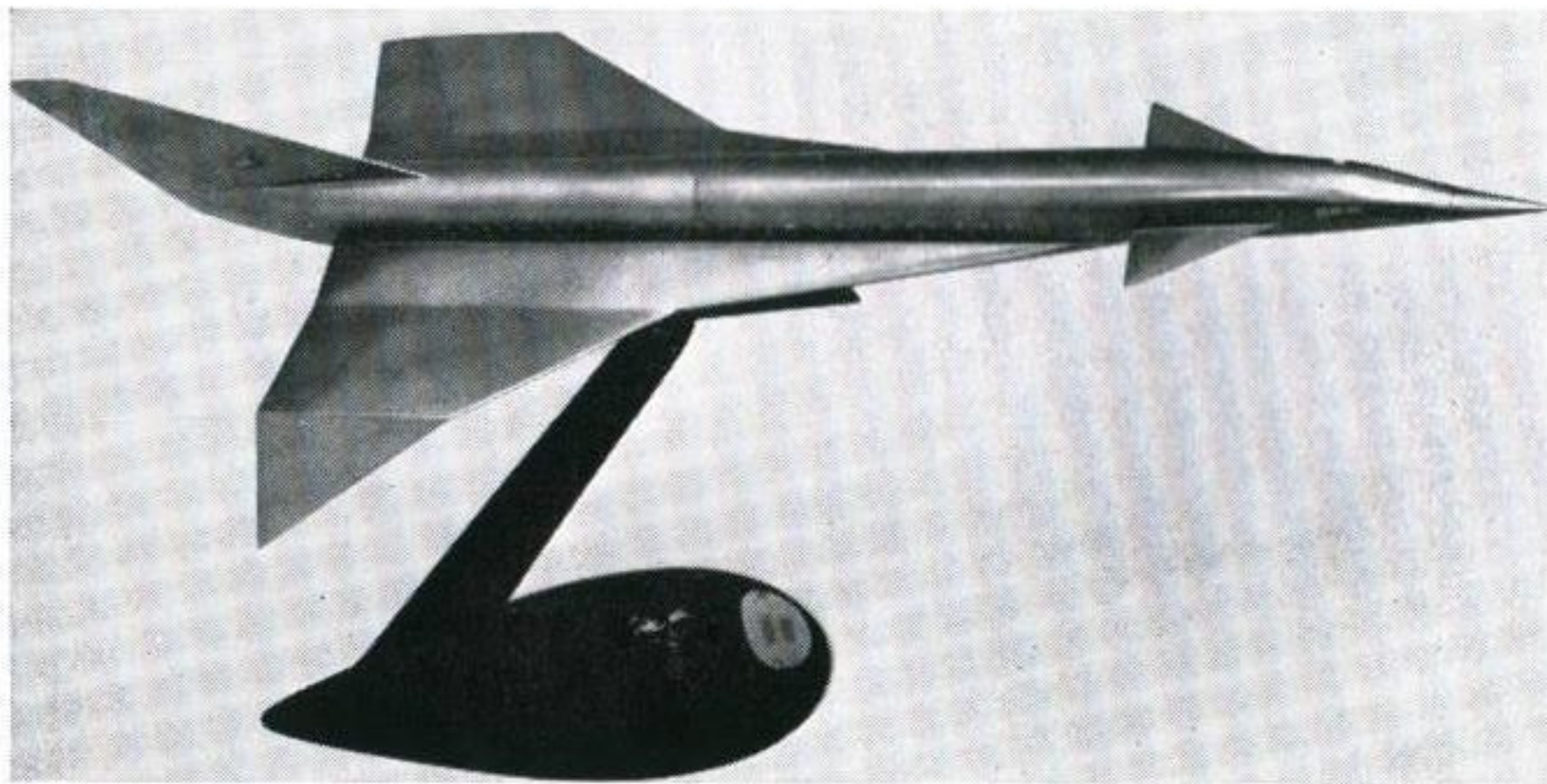
A collection of items
of news and interest.



Military Conversion

Canberra P.R. Mk. 9 XH132 converted by Short Bros. and Harland Ltd., at Belfast for conducting trials on the de Havilland Red Top missile guidance system. It is known as the Short and Harland SC.9.

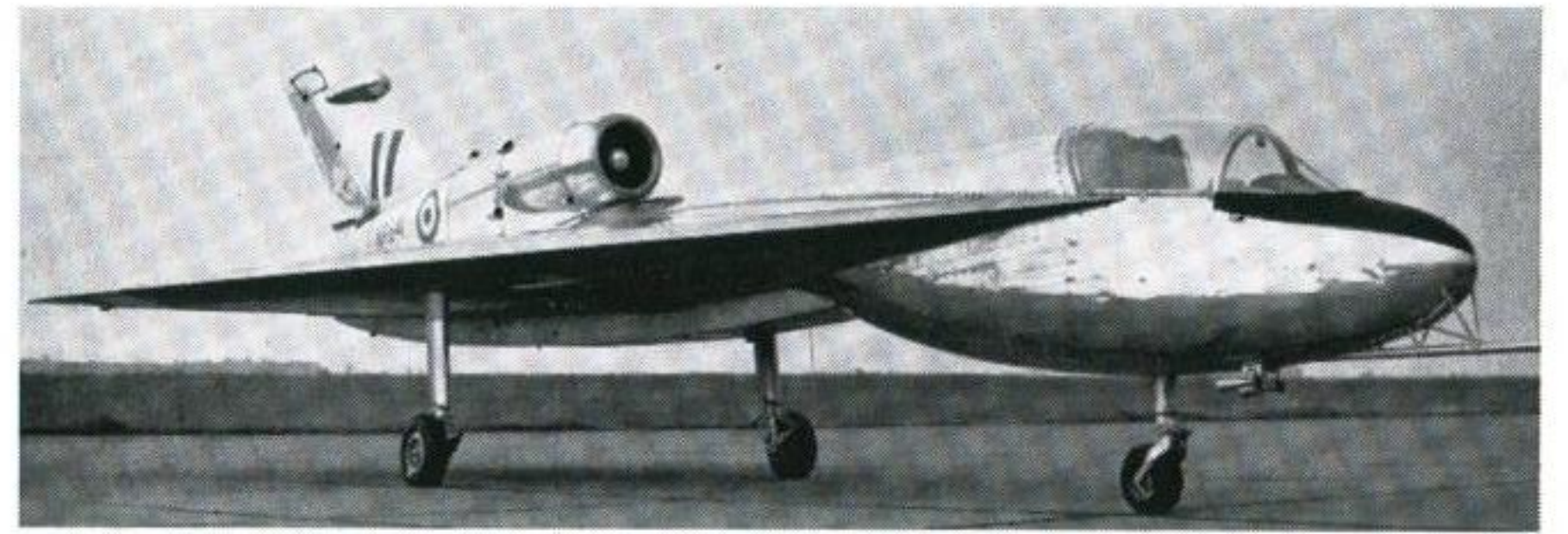
* * *



Douglas Dart

A model of a Douglas project to carry 100 plus passengers at three times the speed of sound and so bridge the Atlantic in two hours in 1970.

* * *



Dainty Delta

The world's slenderest delta, with a more pronounced sweep-back on the wing than any other aircraft, characterises the new Handley Page H.P.115 research aircraft. It has a span of only twenty feet compared with its length of forty-five feet.

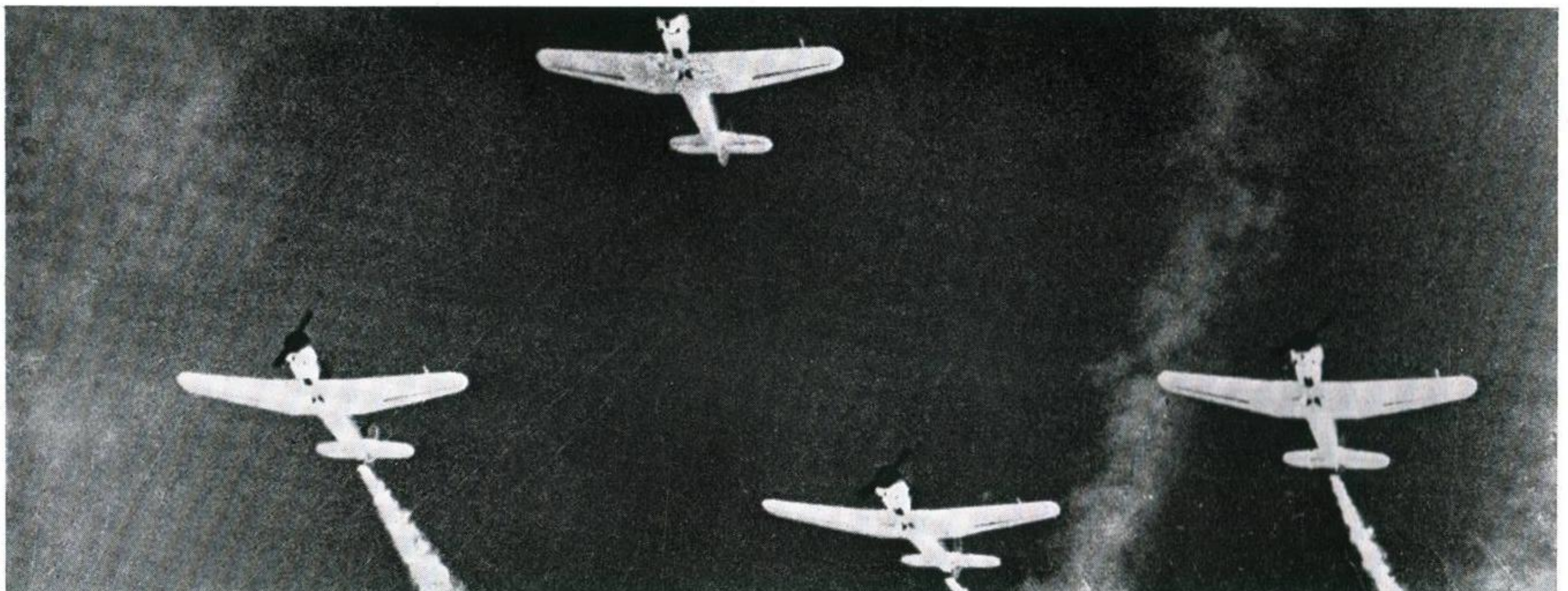
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Civil Conversion

A Douglas DC-4 converted to a car-ferry produces the Aviation Traders ATL.98 Carvair of which the first, G-ANYB, is shown on its test flight.

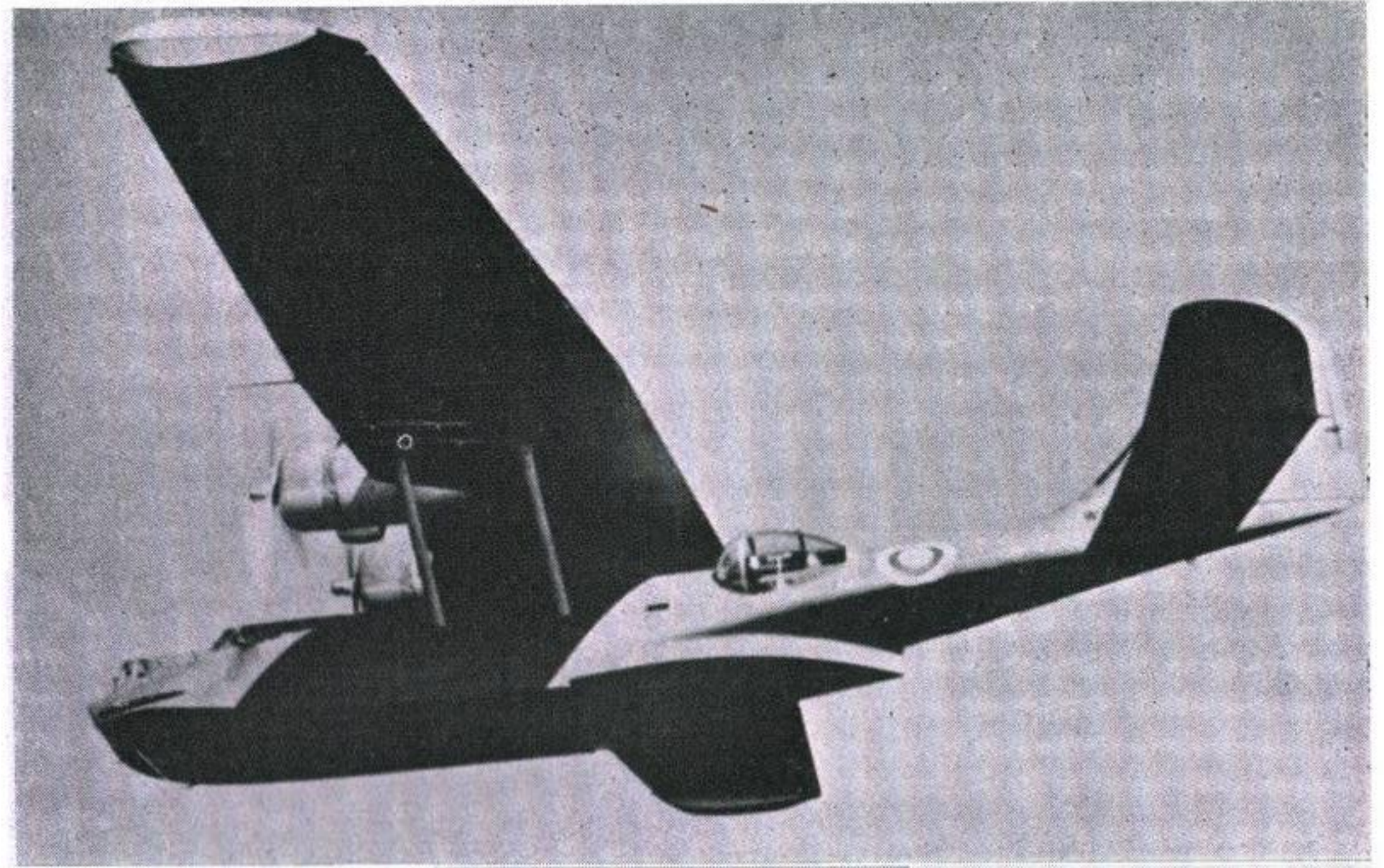
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Max over Moscow. A picture taken during the Russian Aviation Day at Tushino near Moscow of Yak-18A (MAX) trainers giving an aerobatic display.

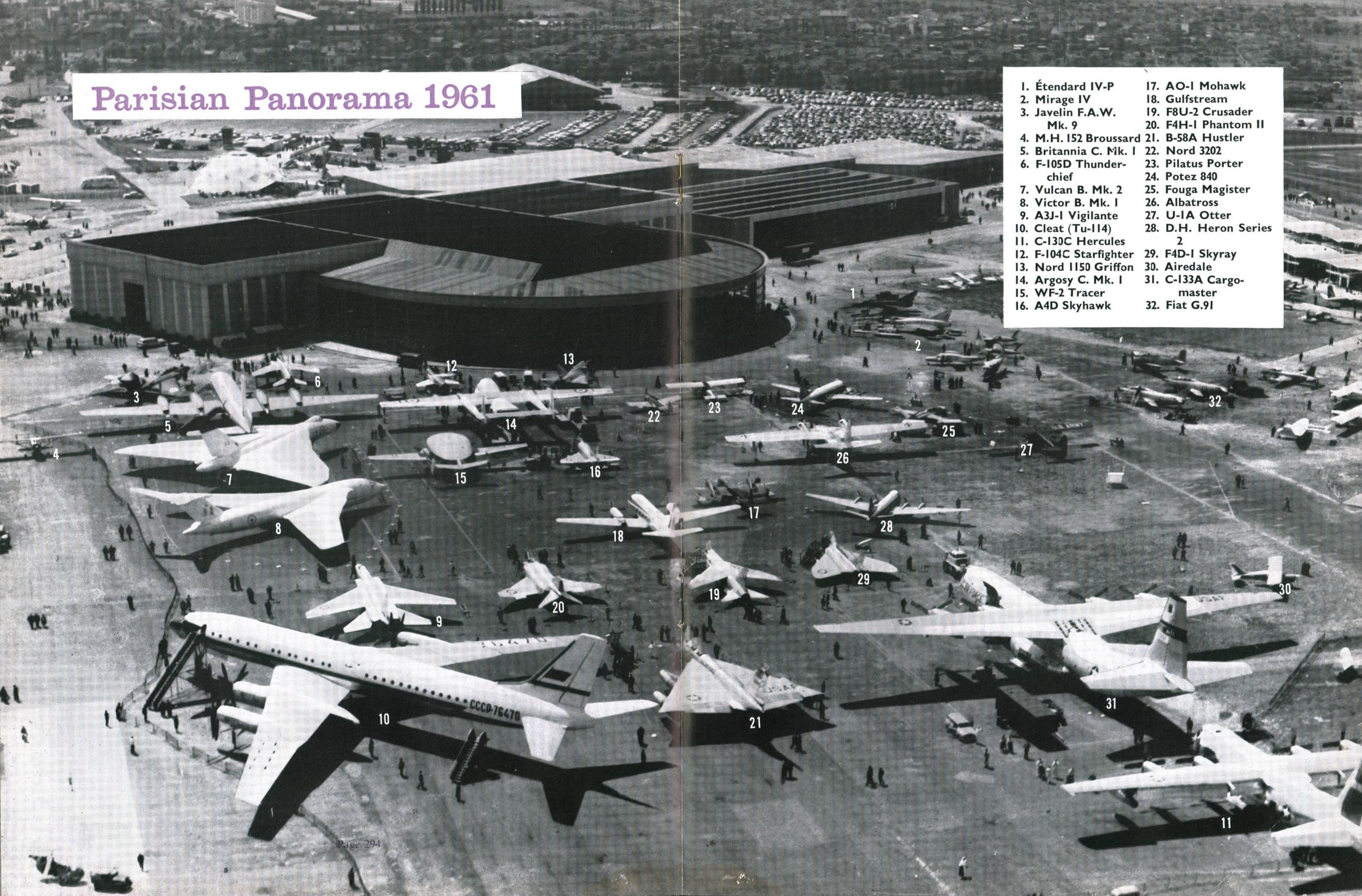
They Failed to Recognise . . .

The Catalina, an American-built flying boat used by the R.A.F. was one of the most distinctive of maritime reconnaissance aircraft, yet, in 1941, they were fired upon by friendly forces on at least two occasions. A convoy opened fire on AH568 returning from a training flight to No. 4 Operational Training Unit at Invergorden, causing it to limp the rest of the way on one engine and friendly fighters attacked AH538 of No. 202 Squadron off Gibraltar. The question is—would you recognise current maritime aircraft? Test yourself and see. Solutions are on the back page. And incidentally versions of the Catalina are still in service in South America.



Parisian Panorama 1961

- | | |
|-------------------------|-------------------------|
| 1. Étendard IV-P | 17. AO-1 Mohawk |
| 2. Mirage IV | 18. Gulfstream |
| 3. Javelin F.A.W. Mk. 9 | 19. F8U-2 Crusader |
| 4. M.H. 152 Broussard | 20. F4H-1 Phantom II |
| 5. Britannia C. Mk. I | 21. B-58A Hustler |
| 6. F-105D Thunderchief | 22. Nord 3202 |
| 7. Vulcan B. Mk. 2 | 23. Pilatus Porter |
| 8. Victor B. Mk. I | 24. Potez 840 |
| 9. A3J-1 Vigilante | 25. Fouga Magister |
| 10. Cleat (Tu-114) | 26. Albatross |
| 11. C-130C Hercules | 27. U-1A Otter |
| 12. F-104C Starfighter | 28. D.H. Heron Series 2 |
| 13. Nord 1150 Griffon | 29. F4D-1 Skyray |
| 14. Argosy C. Mk. I | 30. Airedale |
| 15. WF-2 Tracer | 31. C-133A Cargo-master |
| 16. A4D Skyhawk | 32. Fiat G.91 |



In Passing...

Instructions for Carrying Out Identification Lessons in the *Journal*.

To obtain the maximum benefit from the identification lessons in the *Journal*, the procedure set out below should be followed carefully.

1. Read all the text associated with the lesson. This may contain special lesson instructions and background information on the aircraft, ship or tank concerned.

2. List the target numbers on a piece of paper. This is important as targets need not be tackled in numerical order.

3. Use the main key pictures to identify the target pictures, starting with the easy ones first so as to gain experience. Use identified targets to help with the more difficult ones.

4. When certain of the identity of a target, write down its name immediately against the target number on your list. This is an important part of the procedure which ensures training in identification.

5. Lessons should not be hurried or given a time limit. So far as beginners are concerned, it is more important to identify accurately rather than quickly. Speedy identification will come with experience.

6. Don't try to memorise anything.

Book Review

"The Observer's World Aircraft Directory" by William Green Published by Frederick Warne & Co. Ltd. Price 15s. (\$3.50).

Here for the first time is a comprehensive, up-to-date directory of world aircraft; in compact form, it is packed with over 800 illustrations and some 200,000 words of text.

Apart from a directory of world aircraft types, features include insignia of World Air Forces, a World Airline Directory, a Guide to Soviet Aircraft, a Glossary of Aeronautical Terms, an Air-Launched Missile Directory, etc.

The scope of the coverage can be gauged from the fact that not only do photographs of up-to-the-year aircraft appear, but also photographs of such pre-war types as the D.H. Dragonfly, Ford 5-AT-B and Junkers Ju52/3M which are still in service in various parts of the world. This book fully justifies the use of the word Directory in the title. Two illustrations from this book appear opposite.—D. B. R.



To Get it Ship-shape

September 1961 Edition—Merchant Ship Type Test, *Page 244*, Target No. 3:—

For "Israel" read "Theodore Herzel" or "Jerusalem."

Page 246—"Hunting the Leopard" should have been "Searching for Salisbury." This lesson should be ignored; it will feature in a new form in a later edition.

Undeclared Joker

The solution for Target No. 12 on page 182 of the July 1961 issue of the *Journal* should read "DC-8" not "VC-137A (M.A.T.S. of U.S.A.F.)" as given. For those who would ask how a Douglas DC-8 can be identified from a Boeing 707 from that angle; the answer is intakes—nostrils appropriately under the nose—can be clearly seen on the DC-8 and are absent on the Boeing 707 as shown (left).

In The Air

A monthly review of spotting possibilities — executive types from three nations.

Italy

Piaggio P.166 de-luxe executive aircraft. Several are flying under private ownership in Britain and 21 have been ordered by the Italian Air Force for communications. Many are flying in Europe and the United States of America, and it may be seen as far afield as New Guinea.



Austria

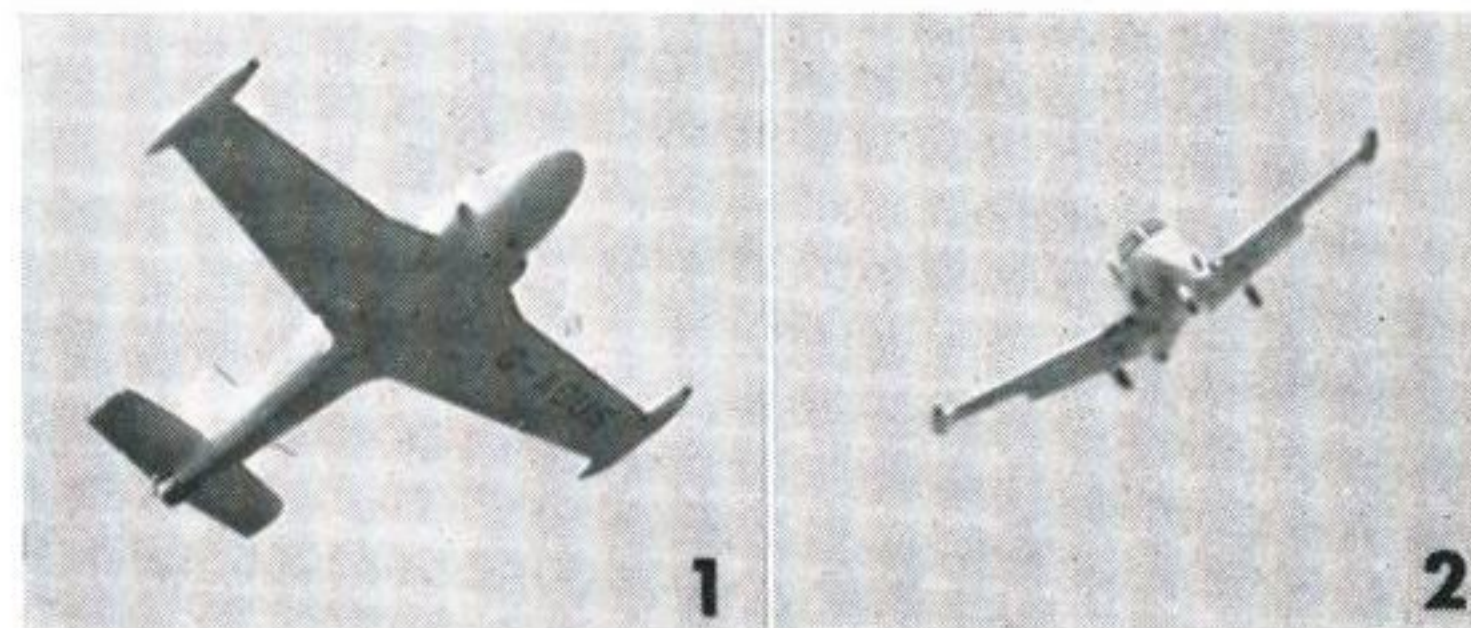
SGP M.222 Flamingo four-seater from Austria, where it is reported that 25 of this type are being built. S.G.P. stands for the manufacturer—Simmering-Graz-Pauker A.G. of Vienna.

U.S.A.

Beechcraft G.18S, a development of the famous Model 18 series which, it is claimed, have been in production longer than any other aircraft type; nearly 7,000 have been built. This variant is known as the Super 18.

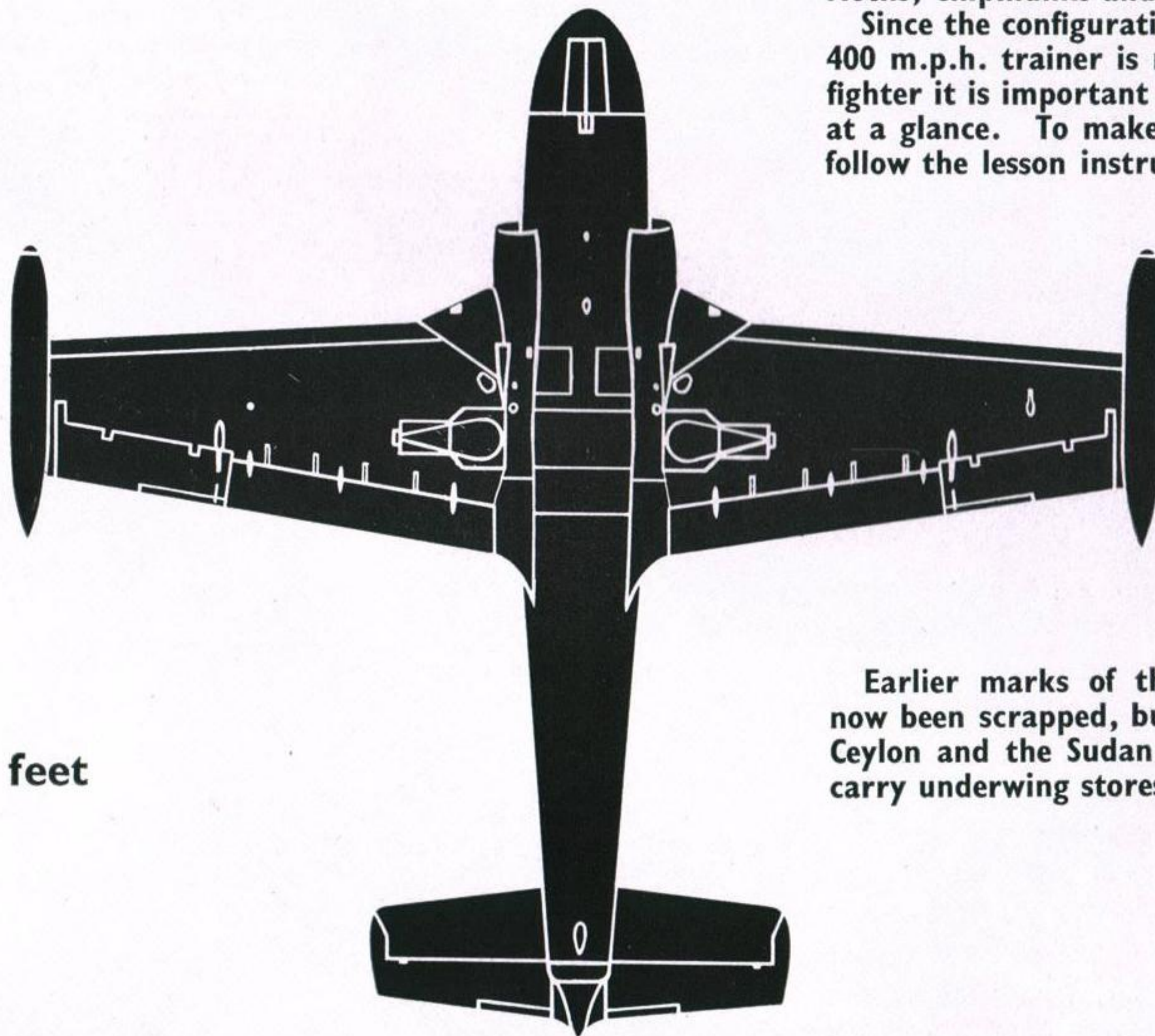


Jet Provost T. Mk. 3



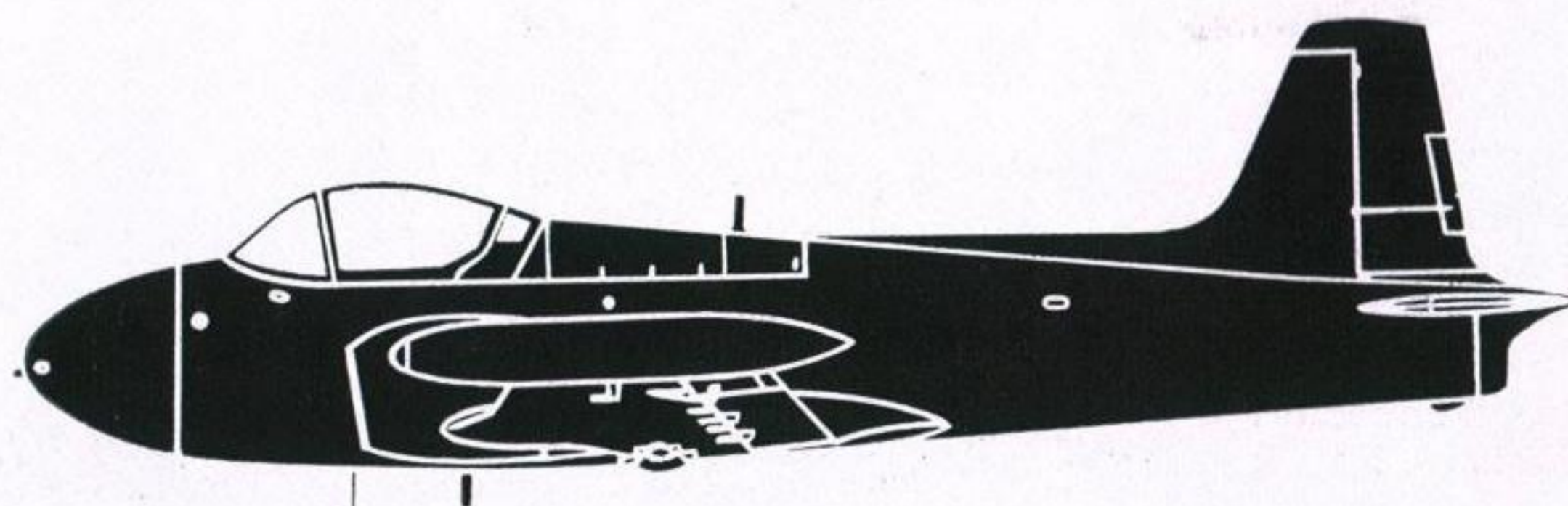
WITH the introduction of the Jet Provost T.3, the R.A.F. became the first air force in the world to have all-through jet training, by using the jet as a basic trainer in a role once performed by Tiger Moths, Chipmunks and Provosts.

Since the configuration of this new 300-400 m.p.h. trainer is not unlike that of a fighter it is important that you can tell it at a glance. To make sure that you can, follow the lesson instructions on page 296.



Span 37 feet

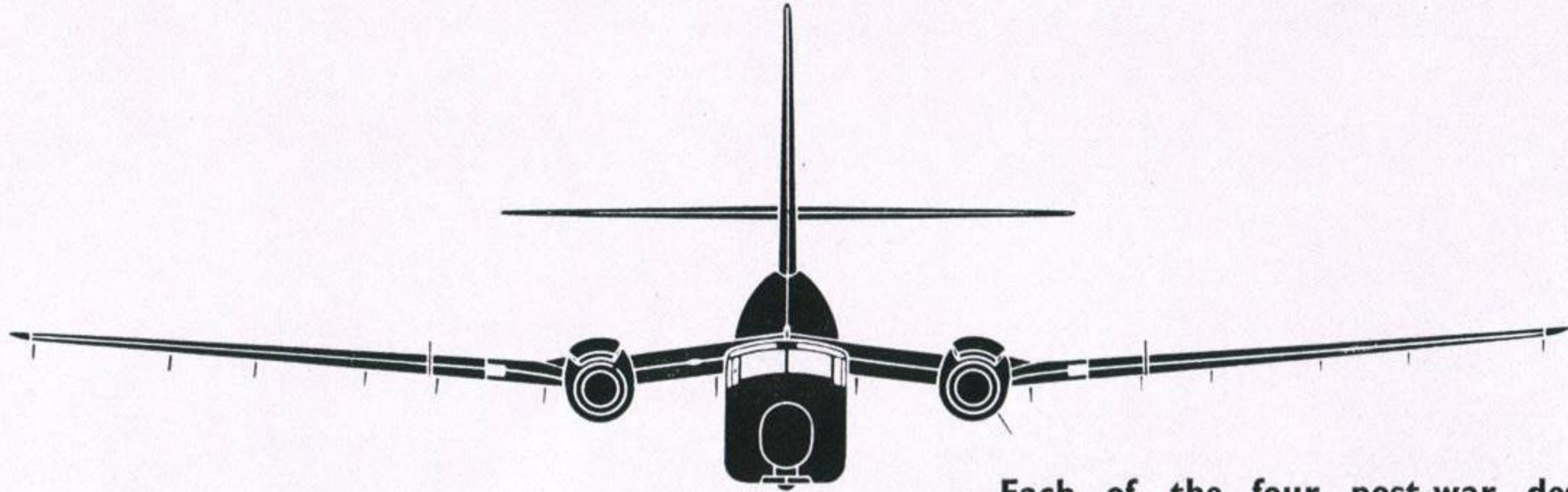
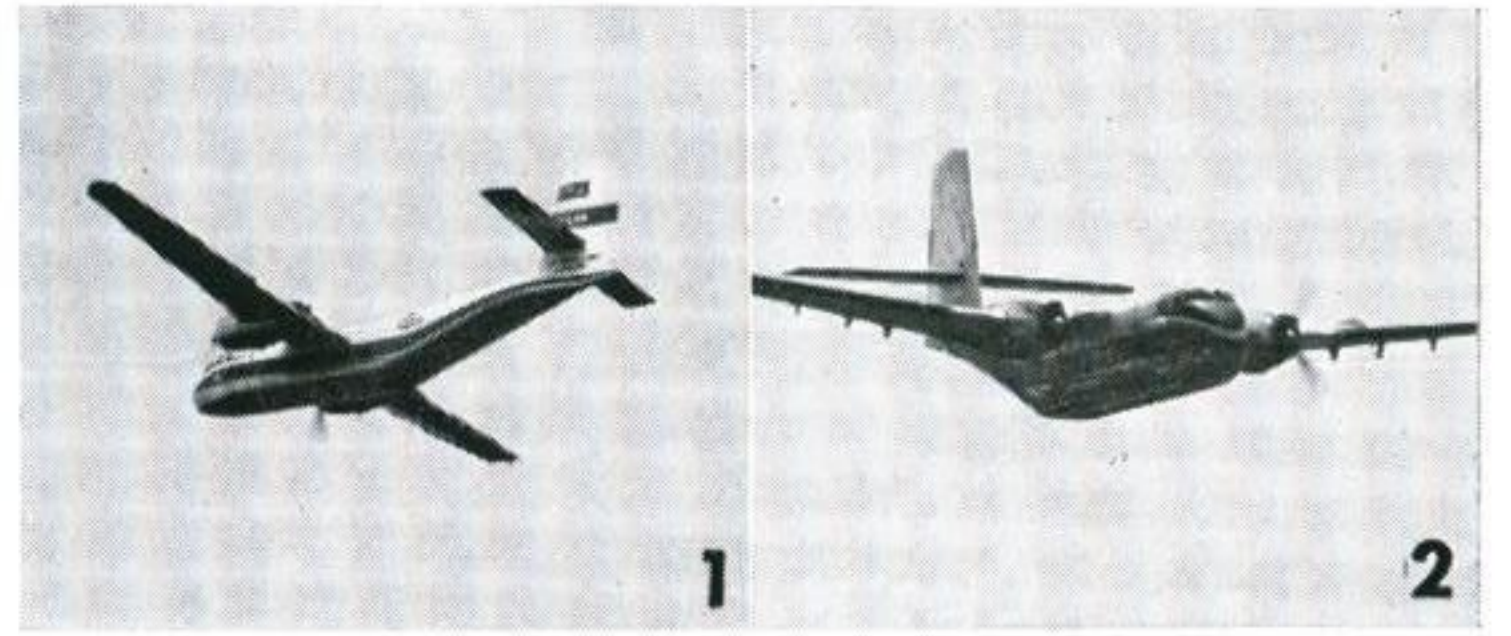
Earlier marks of the Jet Provost have now been scrapped, but the later T.51 for Ceylon and the Sudan are armed and can carry underwing stores.





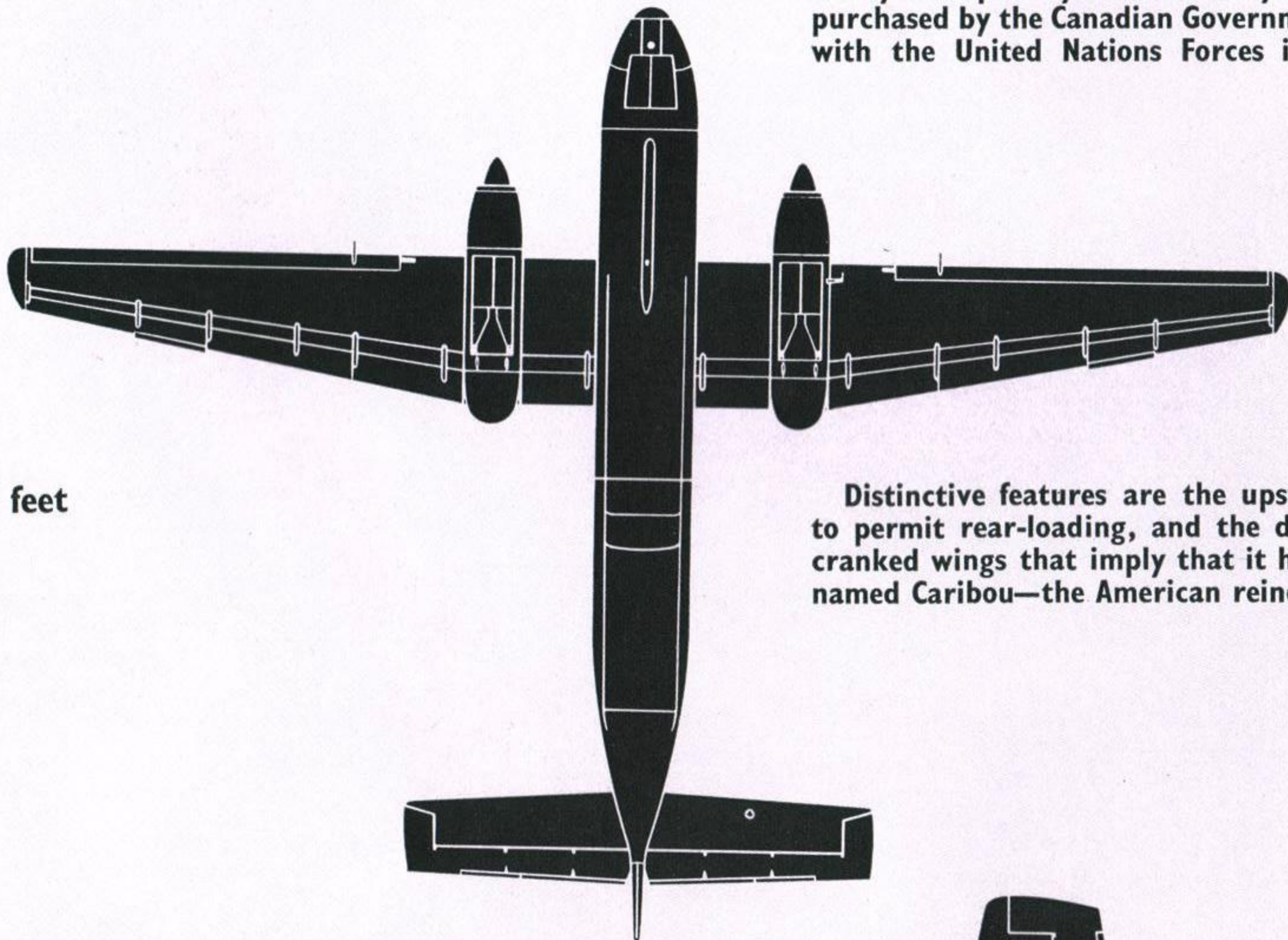
(U.S. Army YAC-IDH, R.C.A.F. CC-108)

De Havilland DHC-4 Caribou



Each of the four post-war designs of de Havilland Aircraft of Canada has had a marked success, from the DHC-1 Chipmunk, through the DHC-2 Beaver and DHC-3 Otter to their latest, the DHC-4 Caribou, featured here.

The Caribou has been ordered as an all-weather utility transport by the U.S. Army and four were purchased by the Canadian Government for work with the United Nations Forces in the Congo.



Span 96 feet

Distinctive features are the upswept fuselage to permit rear-loading, and the deep nose and cranked wings that imply that it has been aptly named Caribou—the American reindeer.

The Caribou is a piston-engined aircraft, but one R.C.A.F. aircraft has been experimentally fitted with turboprop engines, and experiments are being conducted with a U.S. Army Caribou to develop a combined wheel/ski undercarriage.



Full lesson instructions appear on page 296 and these should be carefully carried out if maximum benefit is to be derived from this lesson.

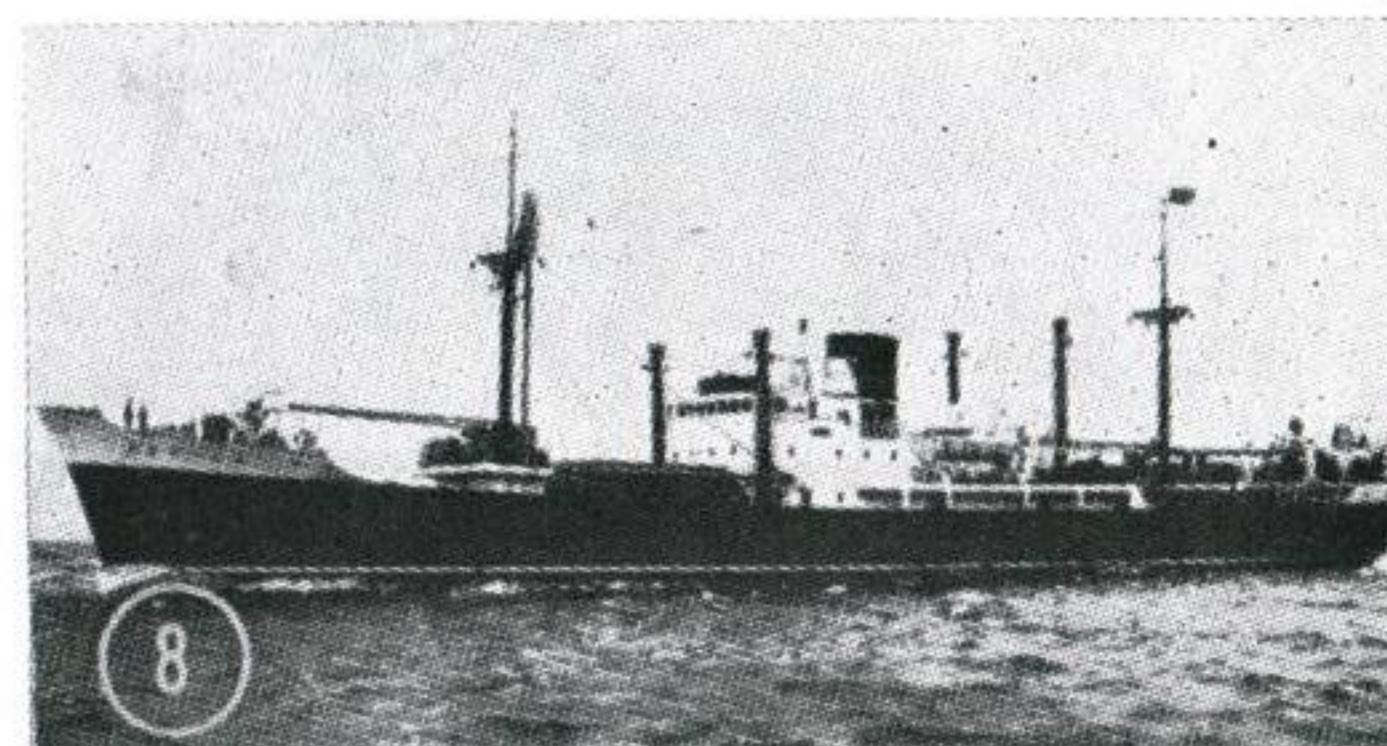
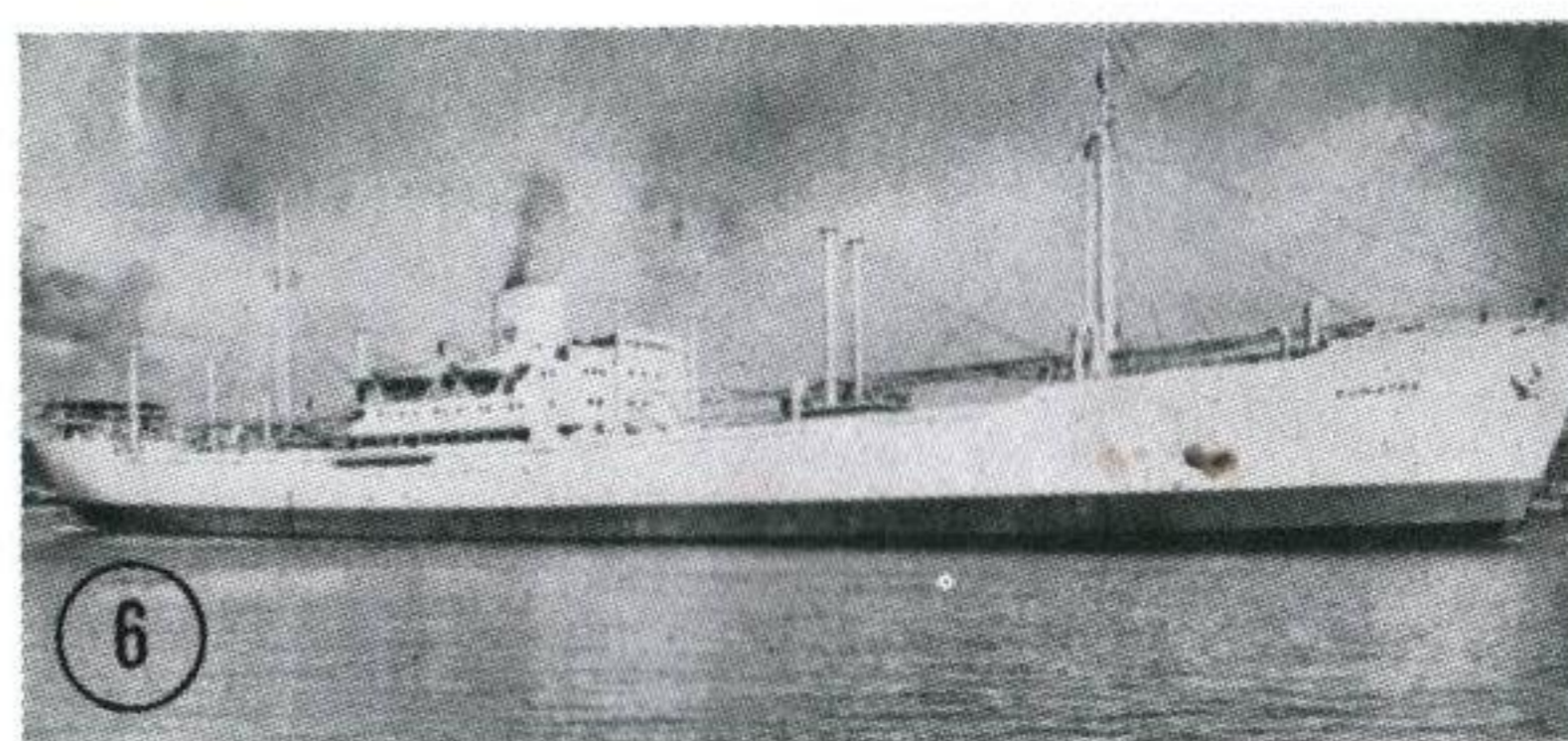
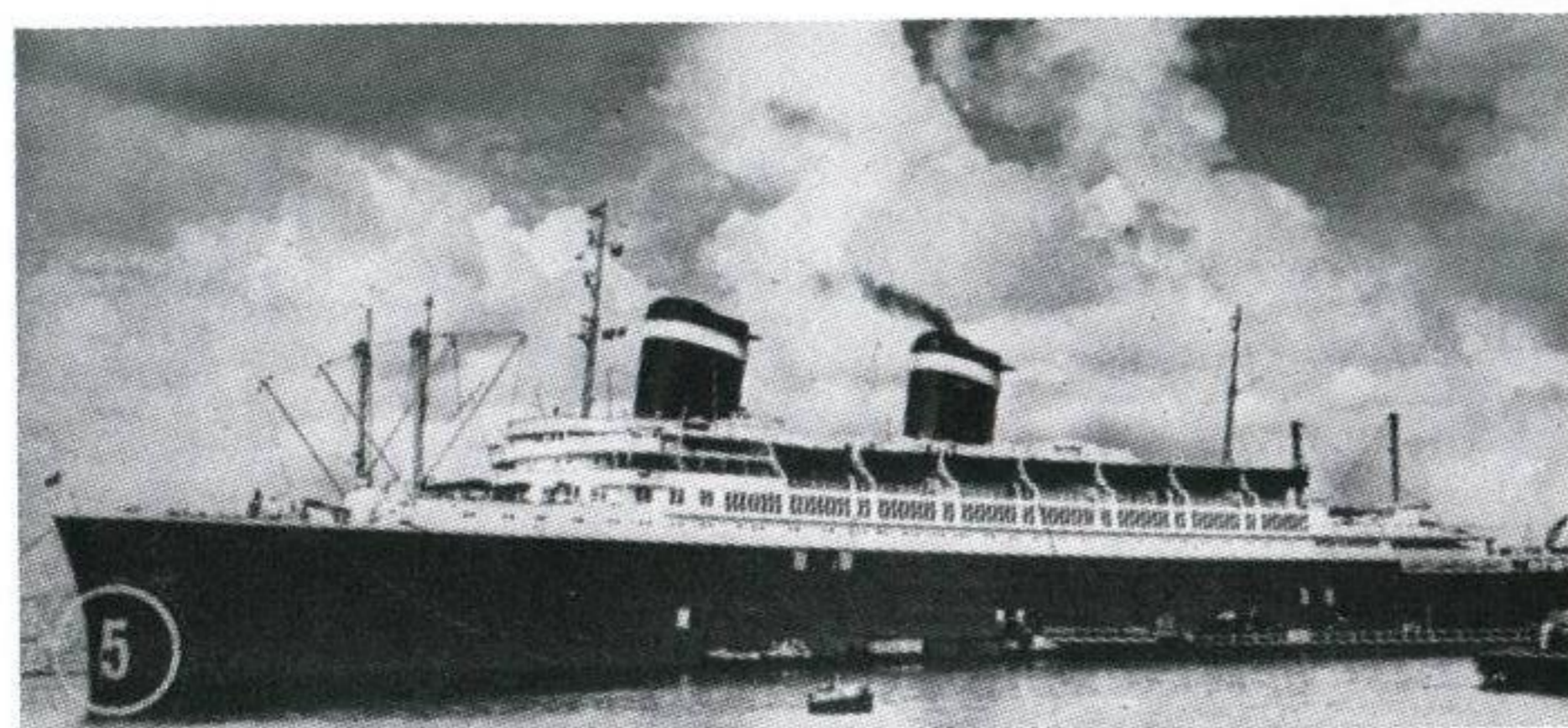
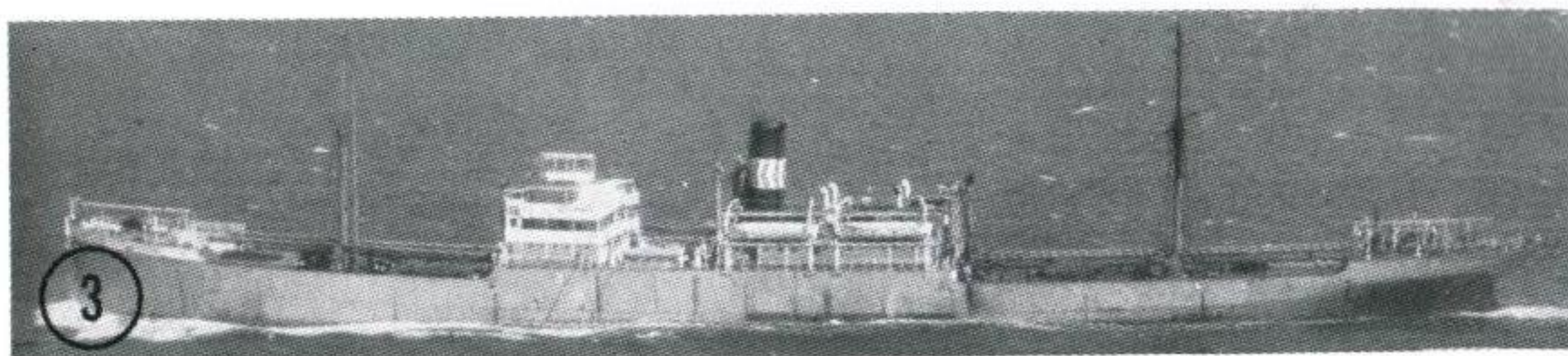
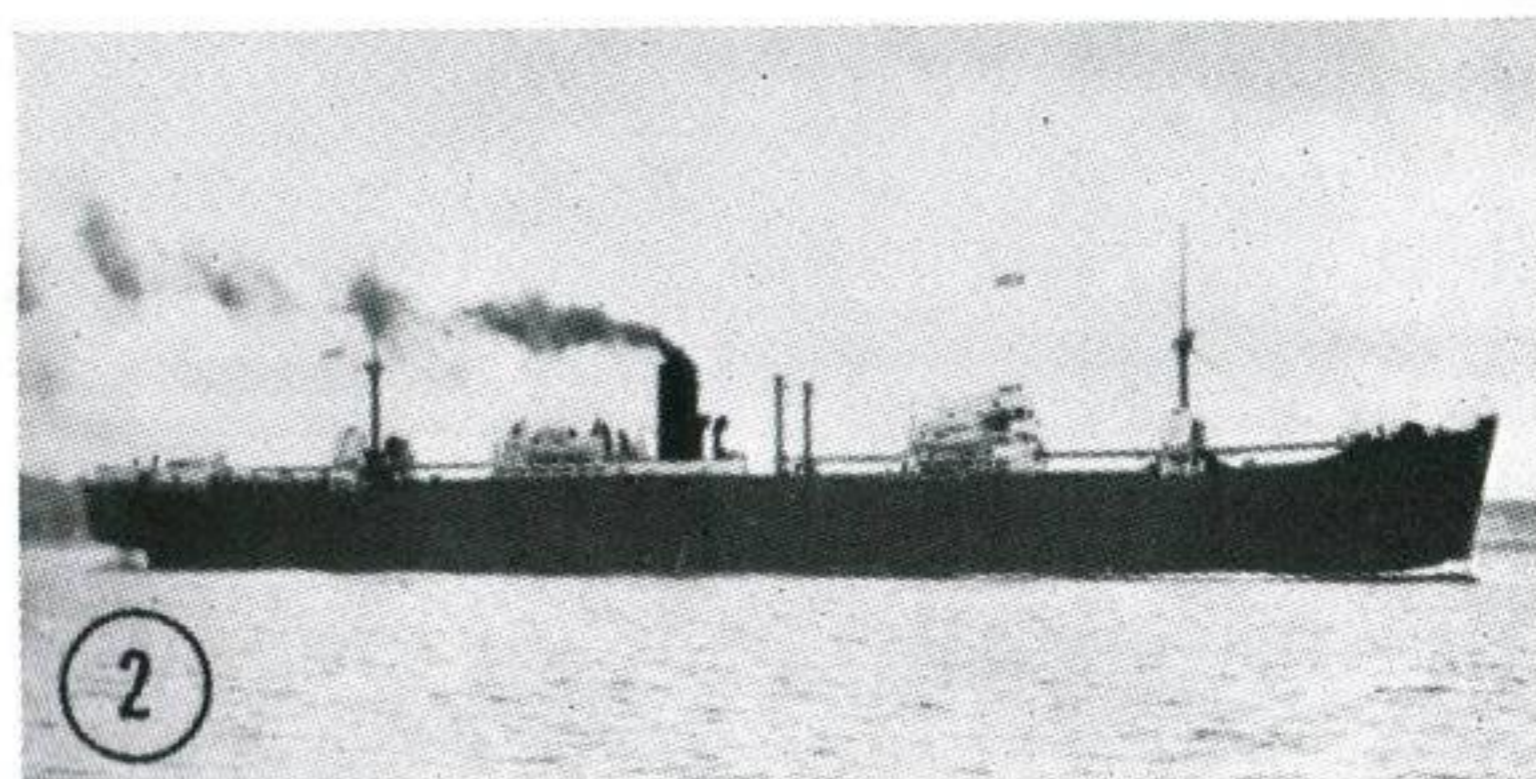
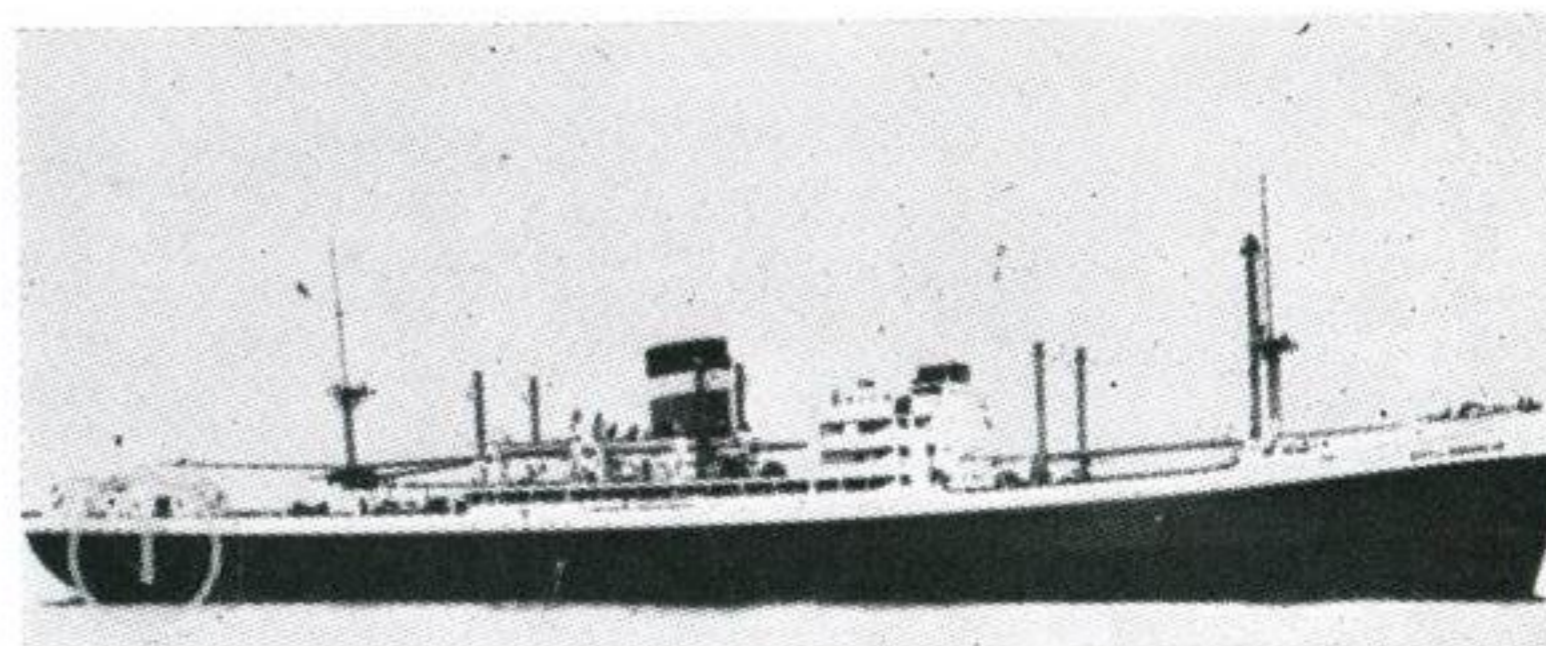


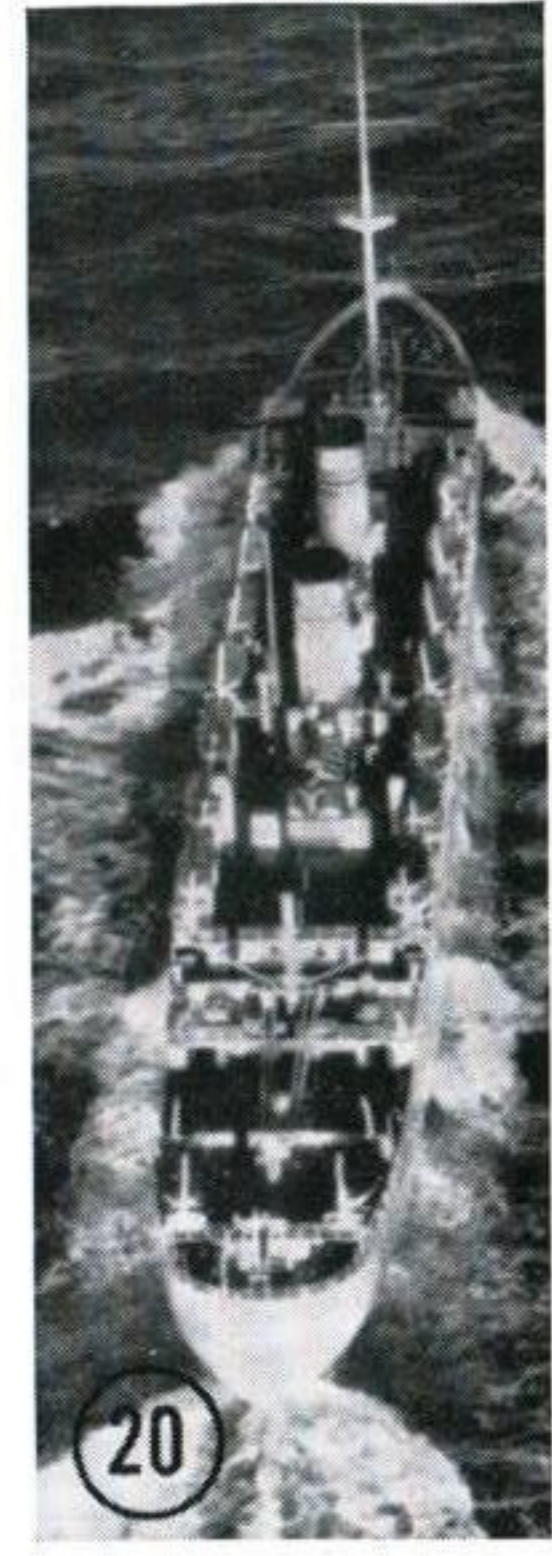
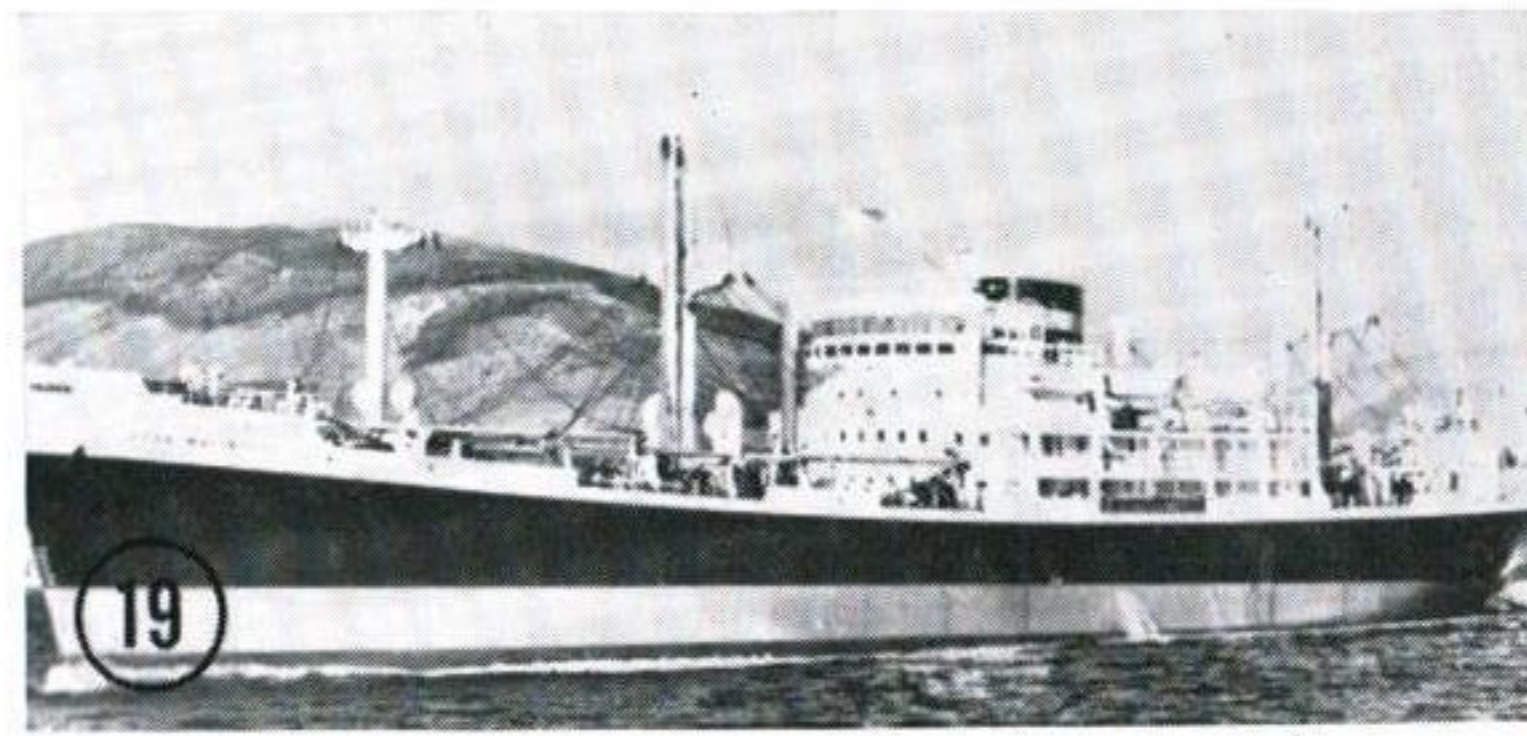
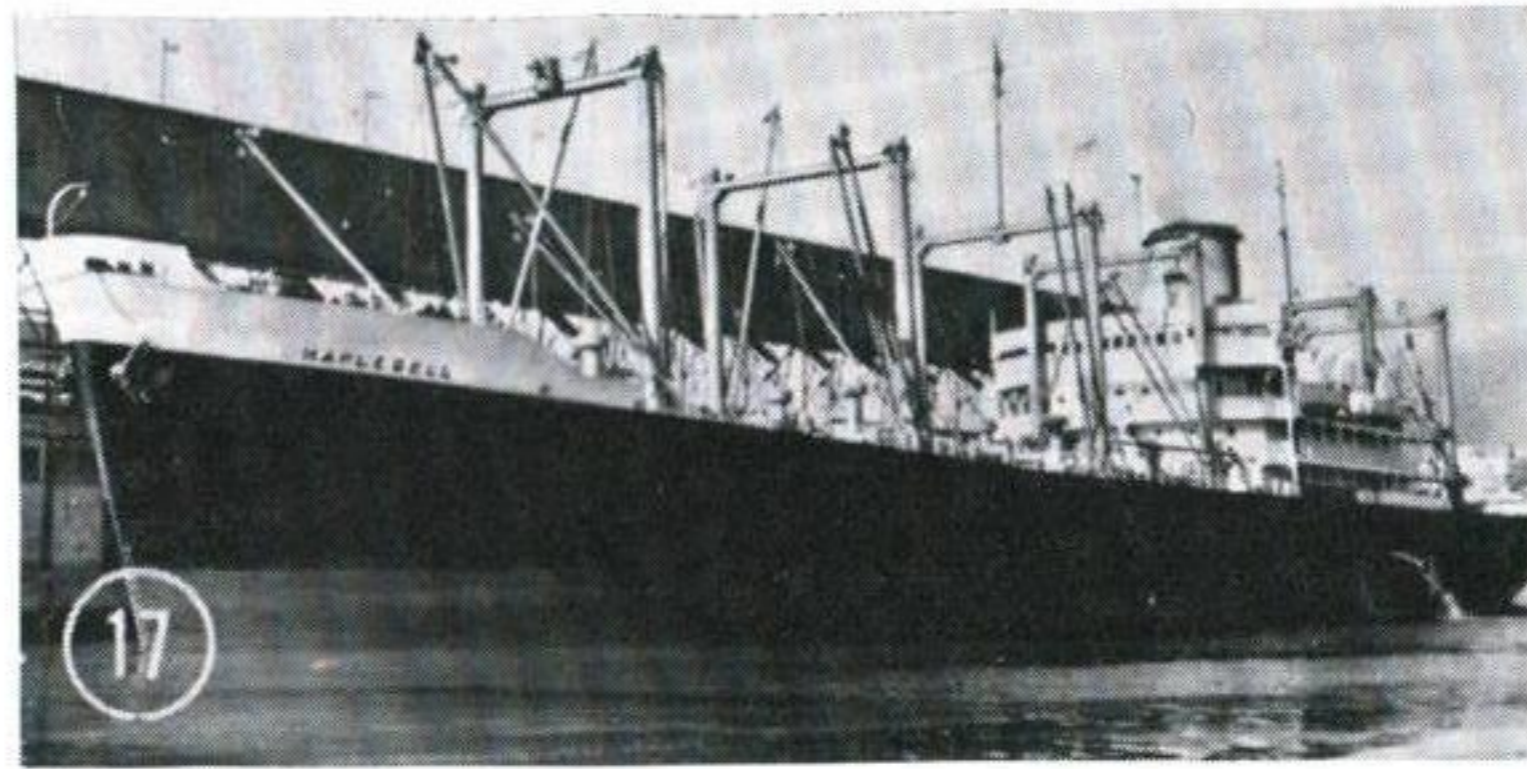
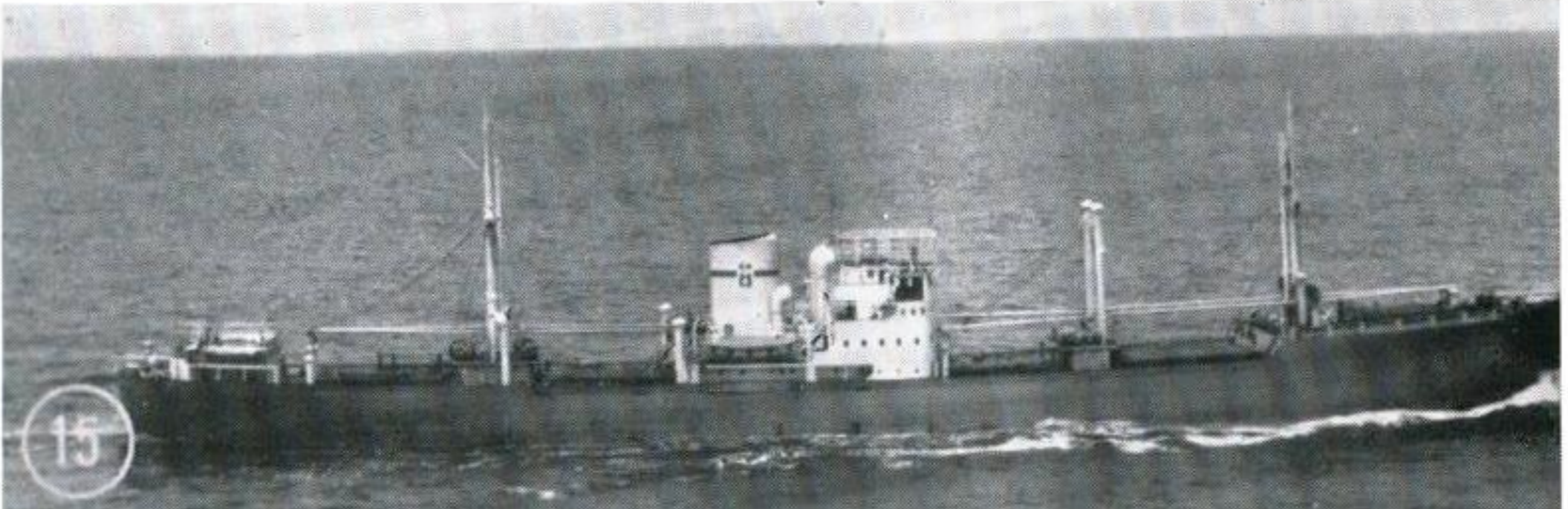
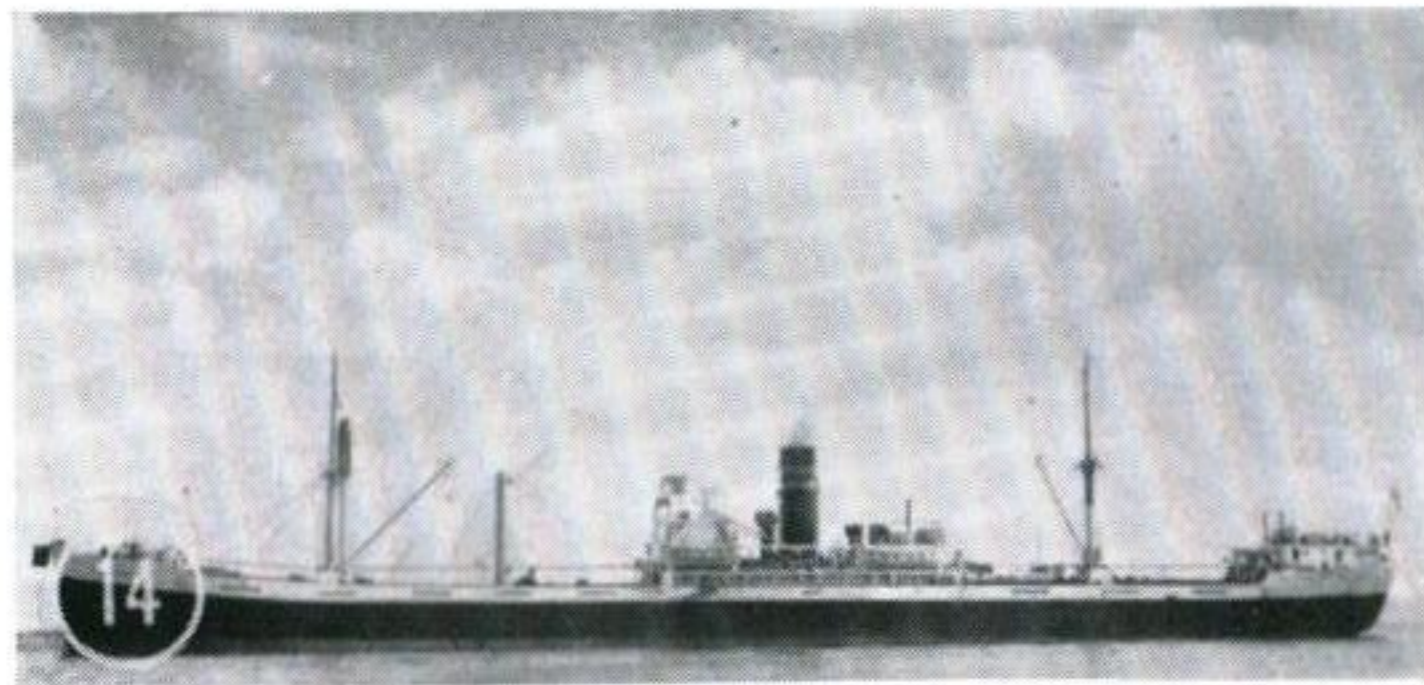
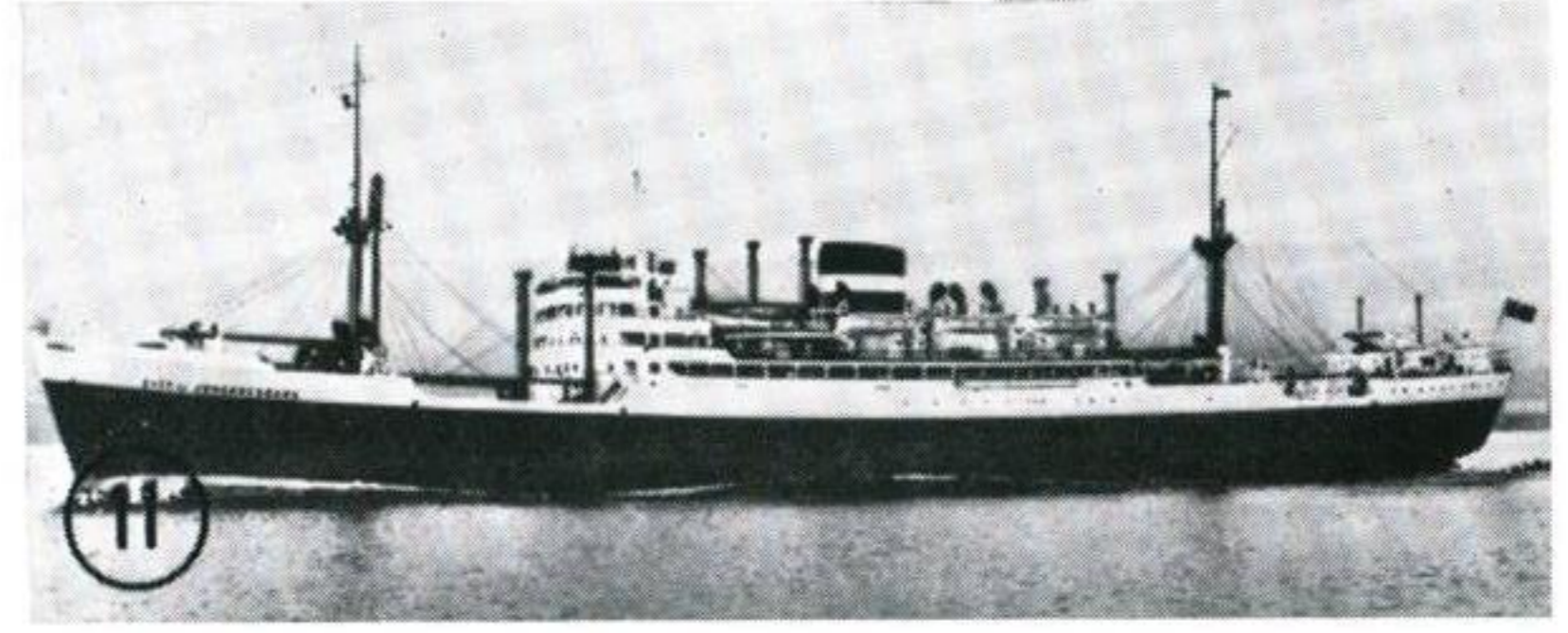
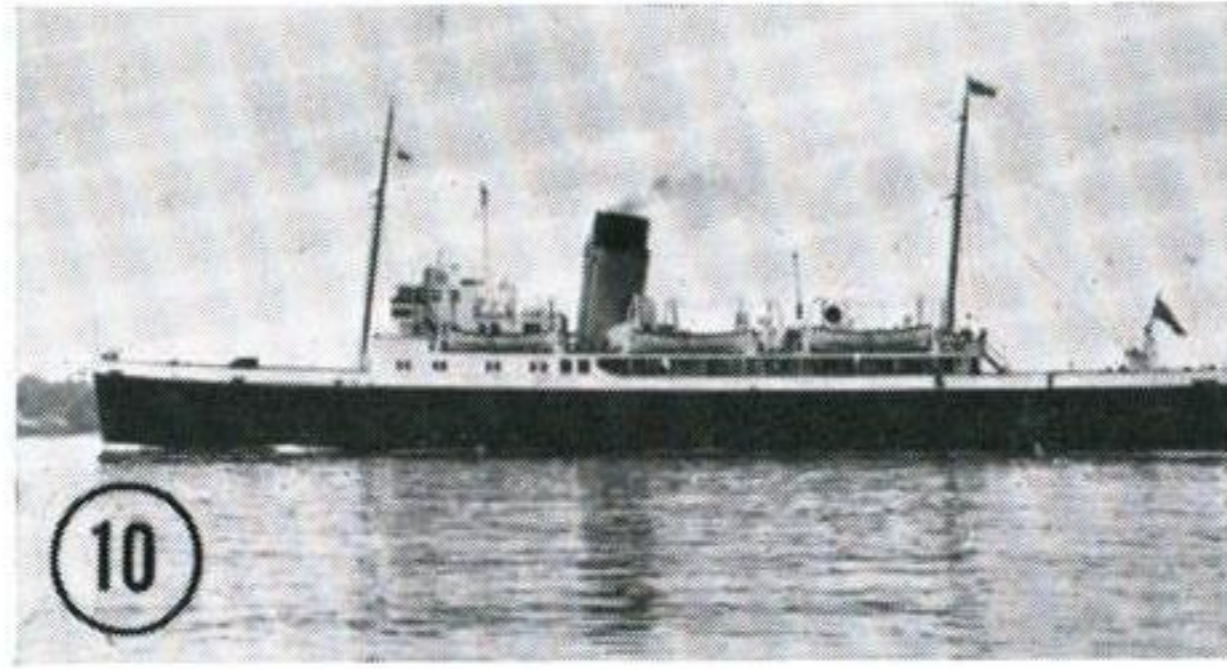
Solutions appear on the cover.

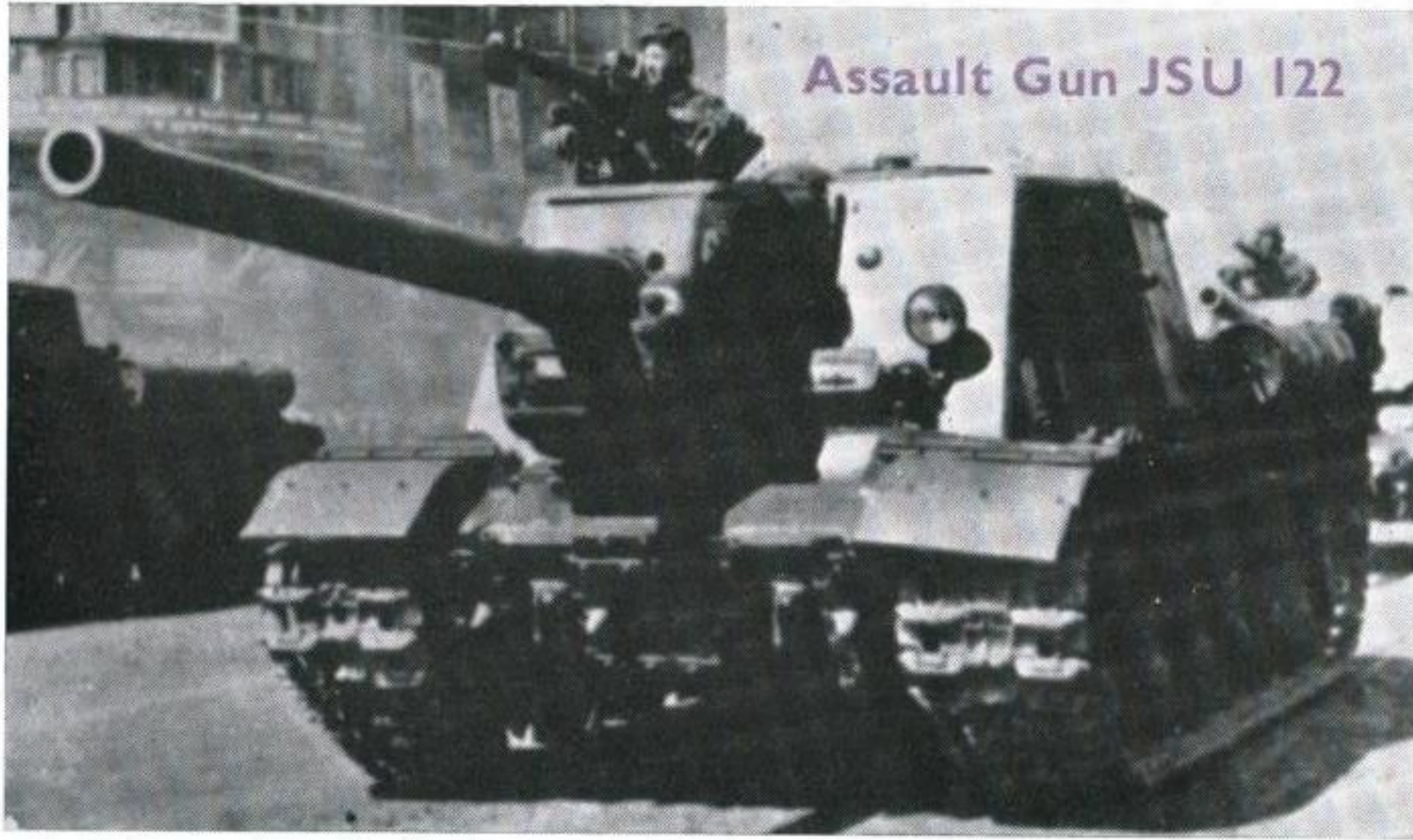
Merchant Ship Type Test

THE IMPORTANT THING in Merchant Ship identification is to distinguish the basic type of ship and her size (tonnage): it is not necessary to name ships individually. In various weather conditions merchant ships can be deceptive as to size and type, particularly when seen from the air; there is nothing except the ship's own features to give the scale—it is the relative, repeat the relative, size of the features which is important in recognising a particular merchant ship type.

There are a variety of merchant ship types in this group of targets; coasters, tramps, cargo liners, passenger cargo liners, packets, tankers and wartime standards, in fact the lot. Lessons on almost all of them have appeared in the *Journal* at one time or another in recent years. Can you name the type of ship, give some idea of her size (G.R. Tons and/or overall length) and report her sequence in the Reporting Code? Incidentally, the general tendency is seriously to over-estimate size. A list of solutions appears on the cover.

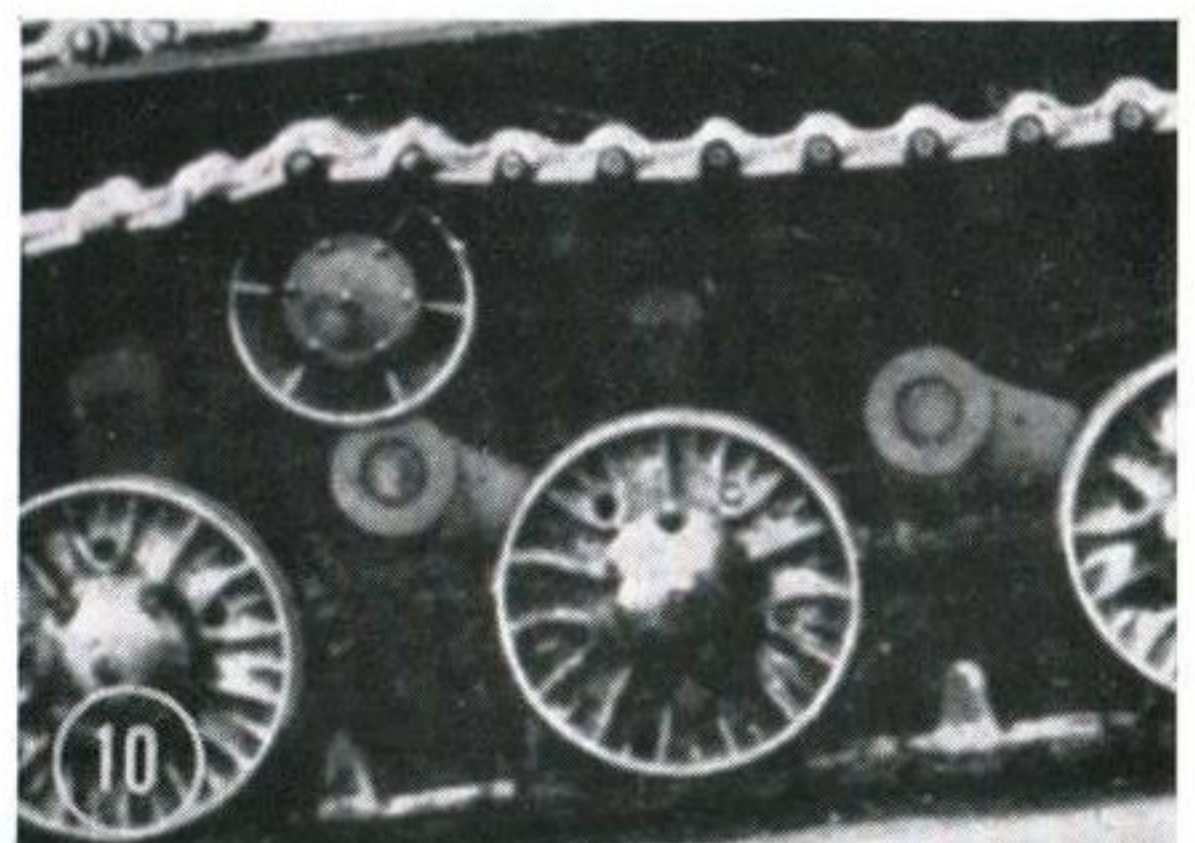
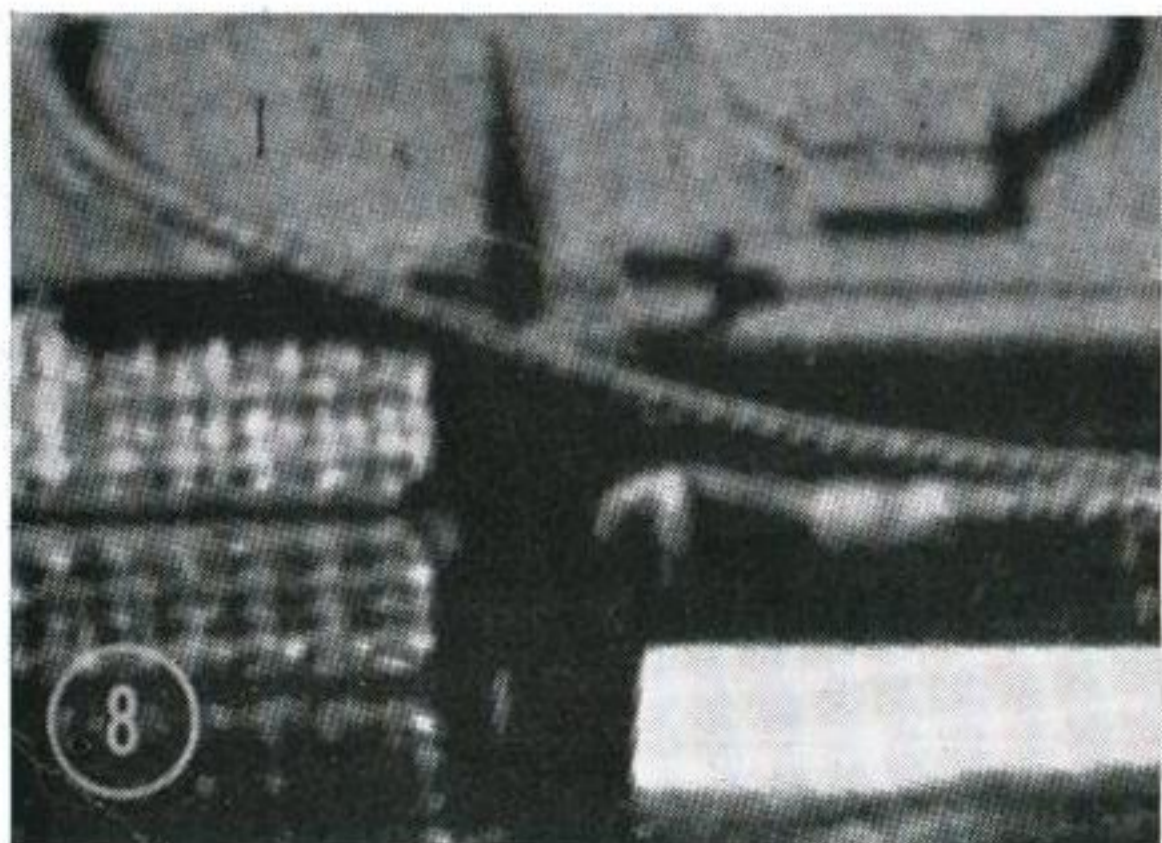
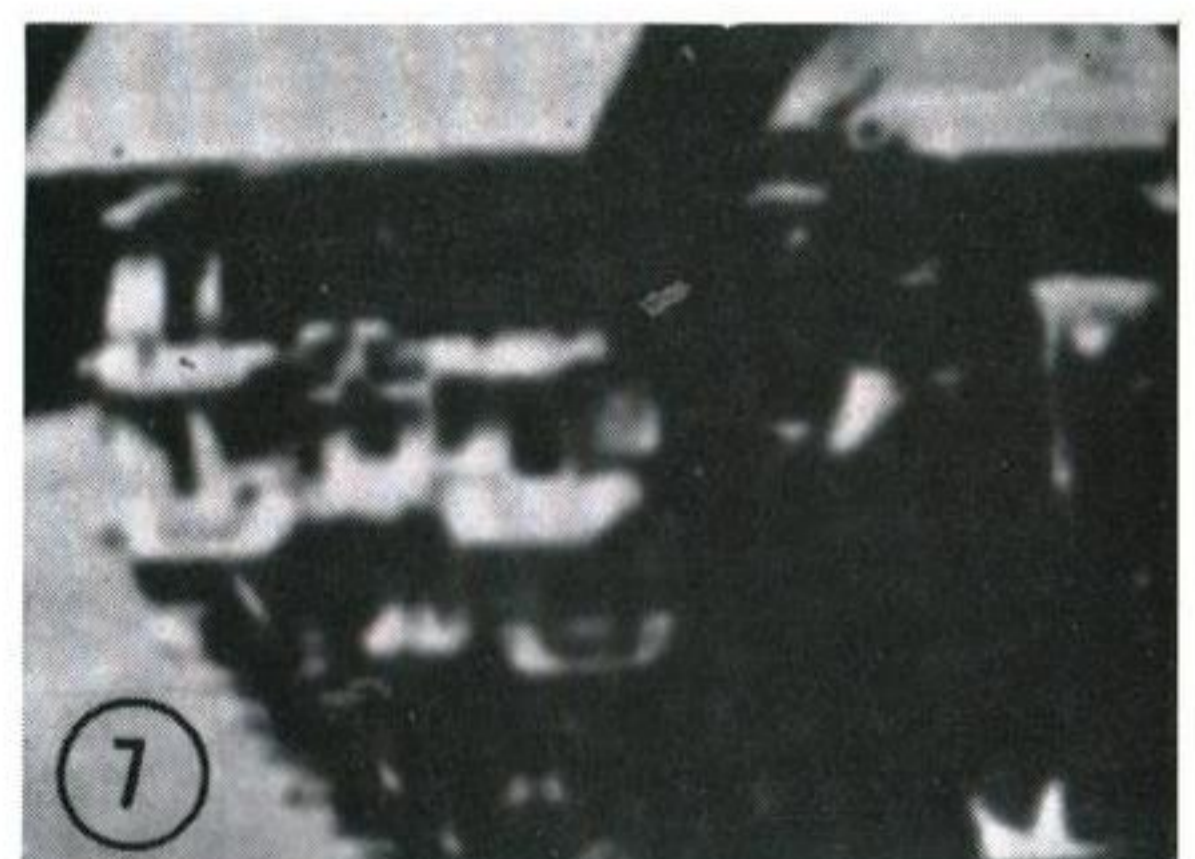
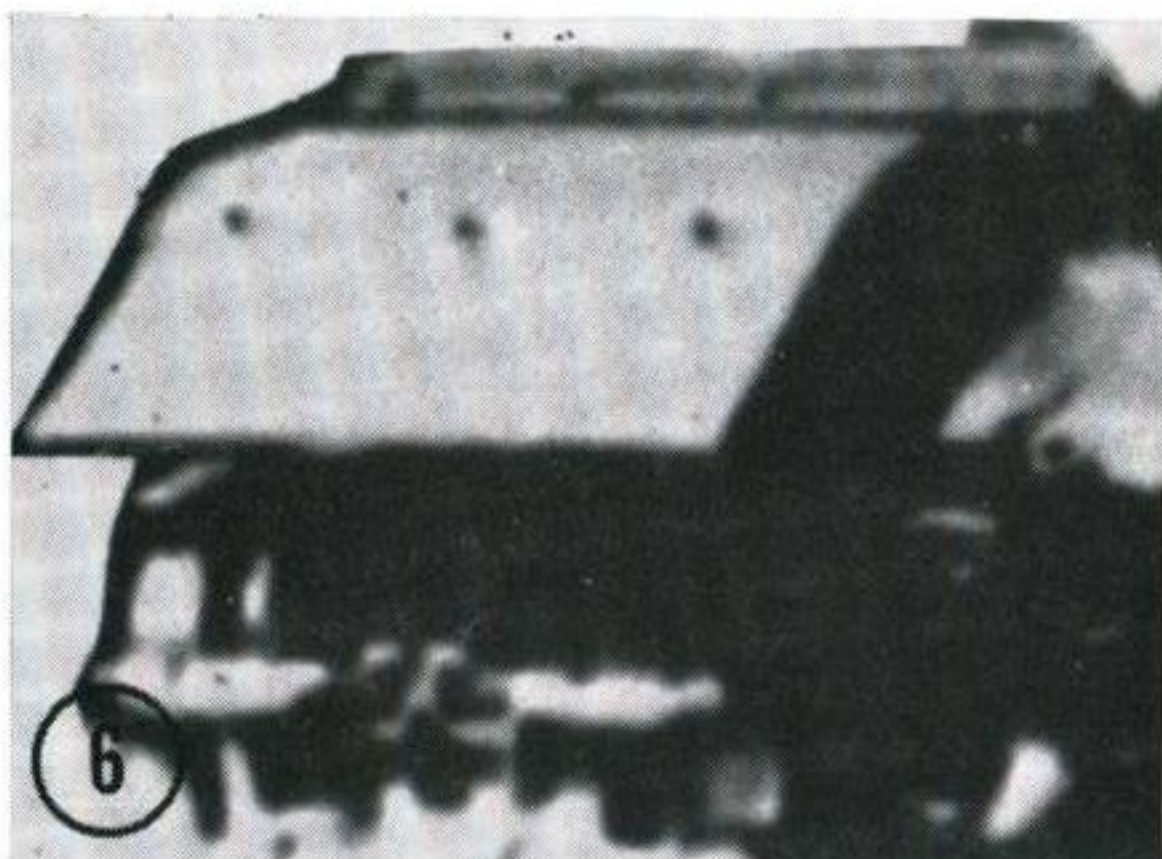
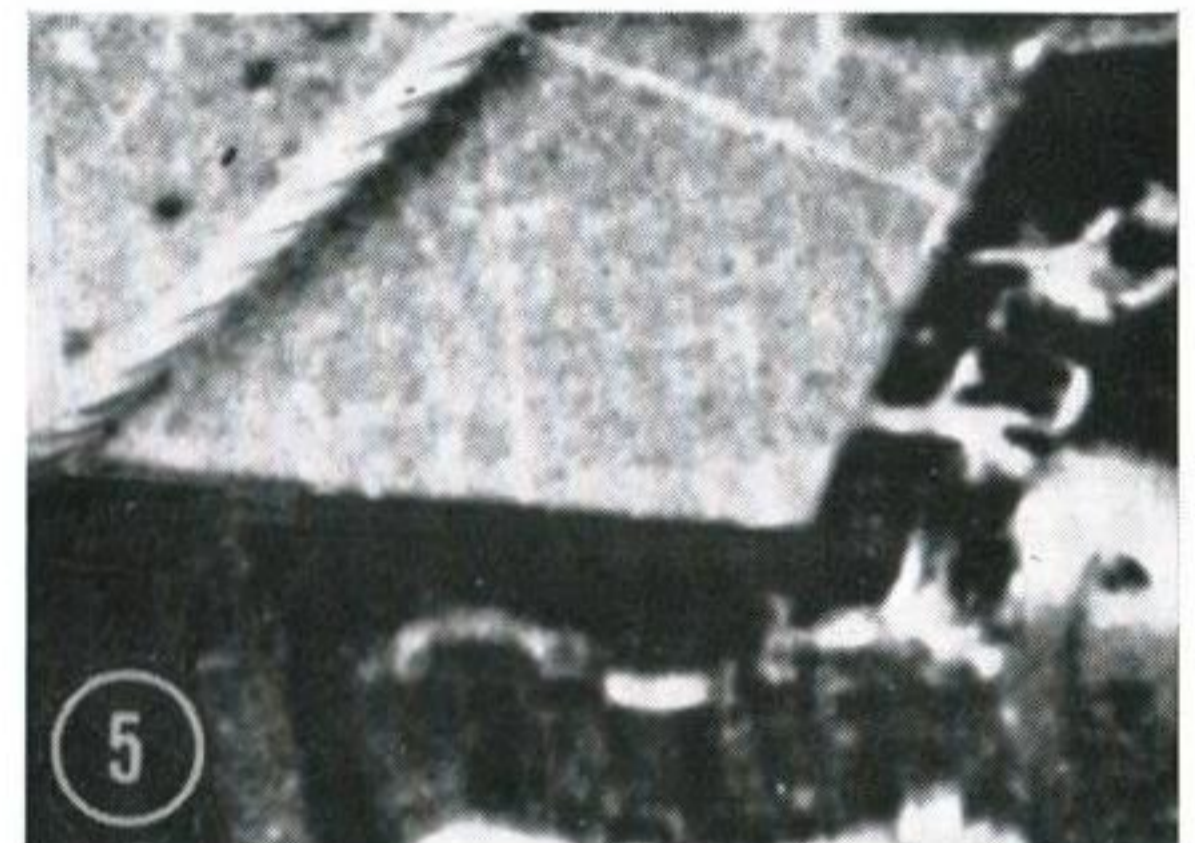
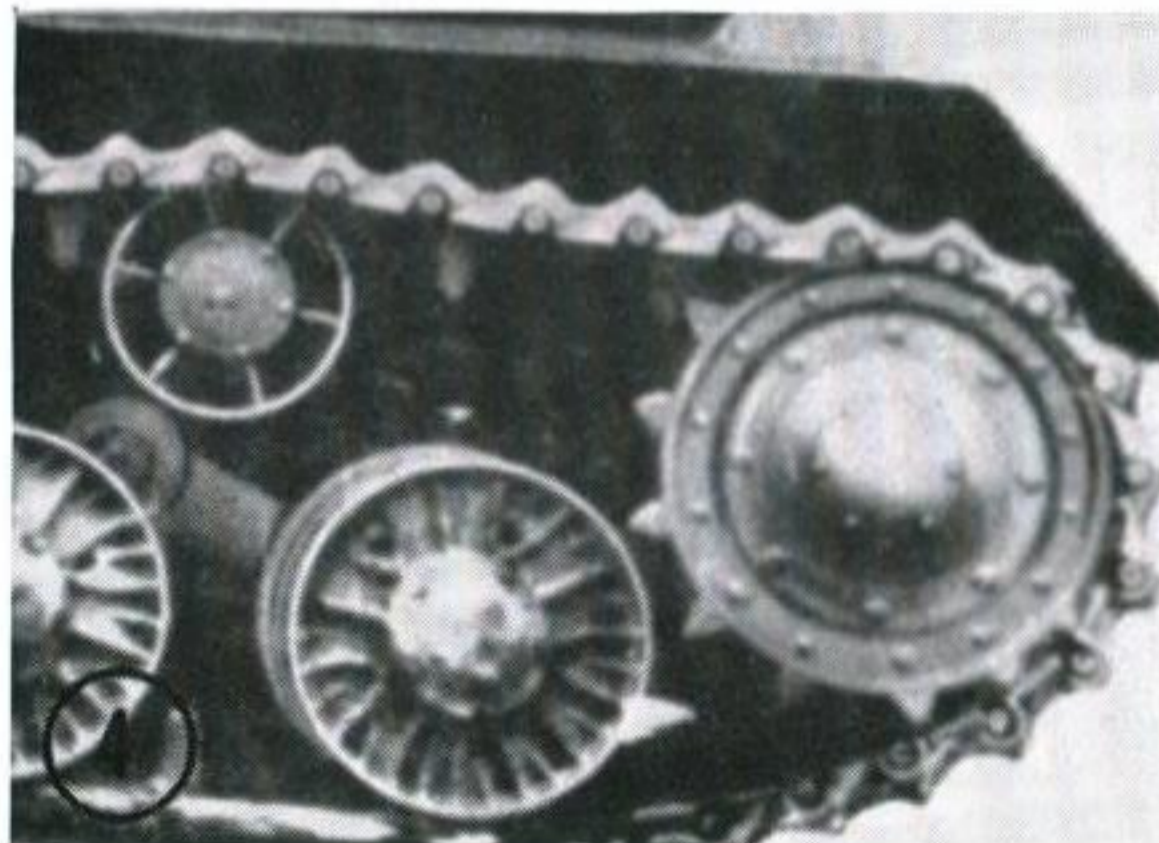
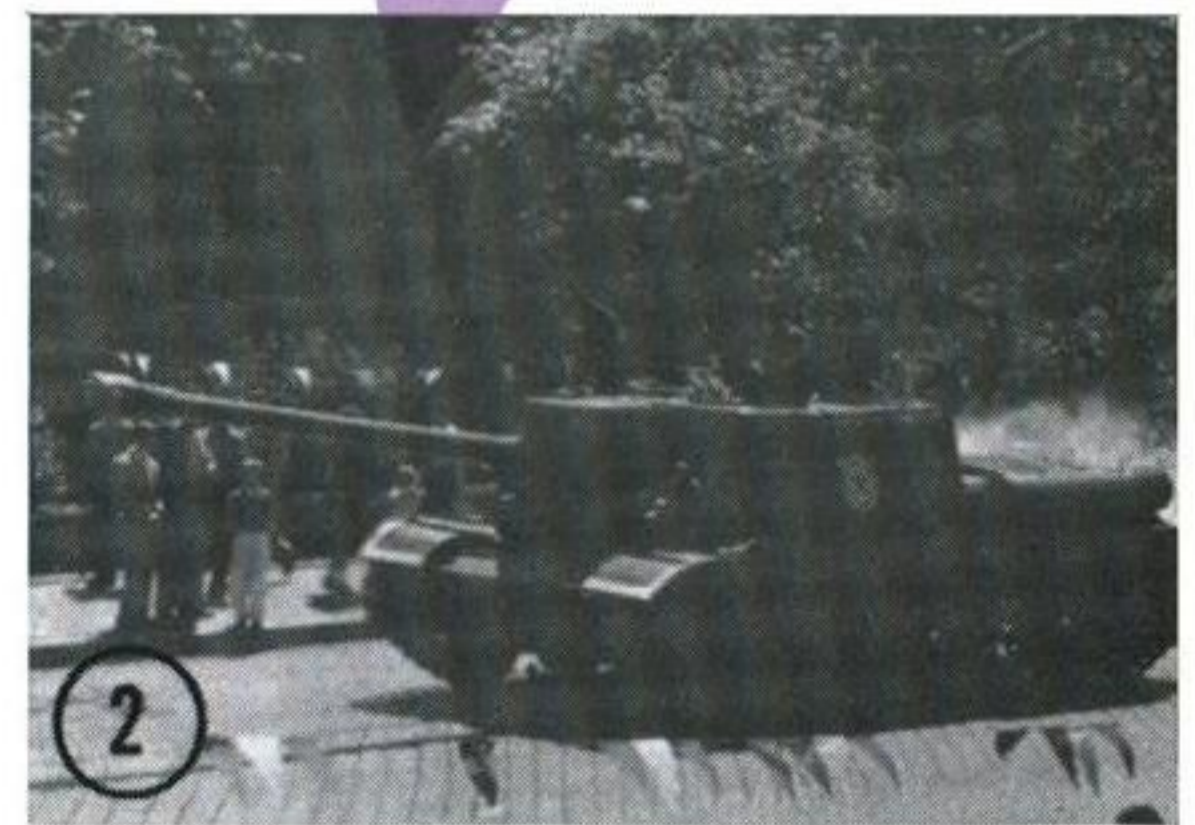
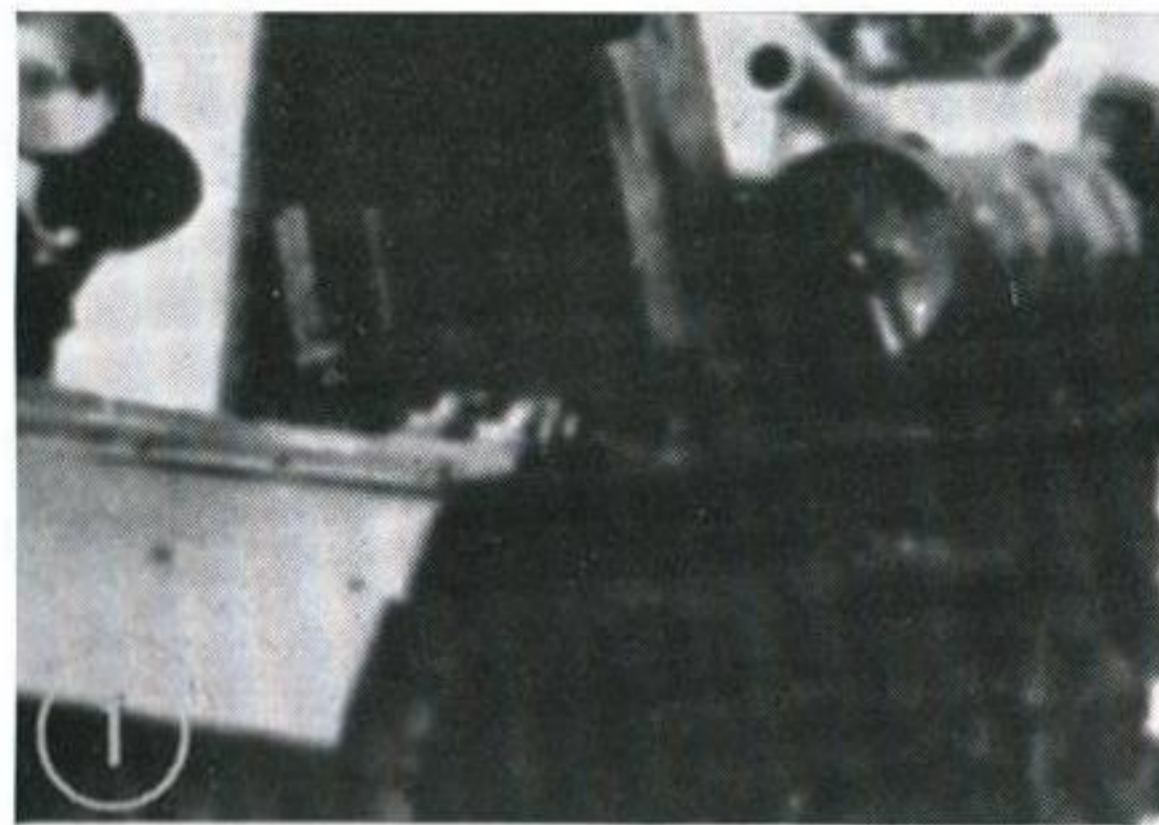


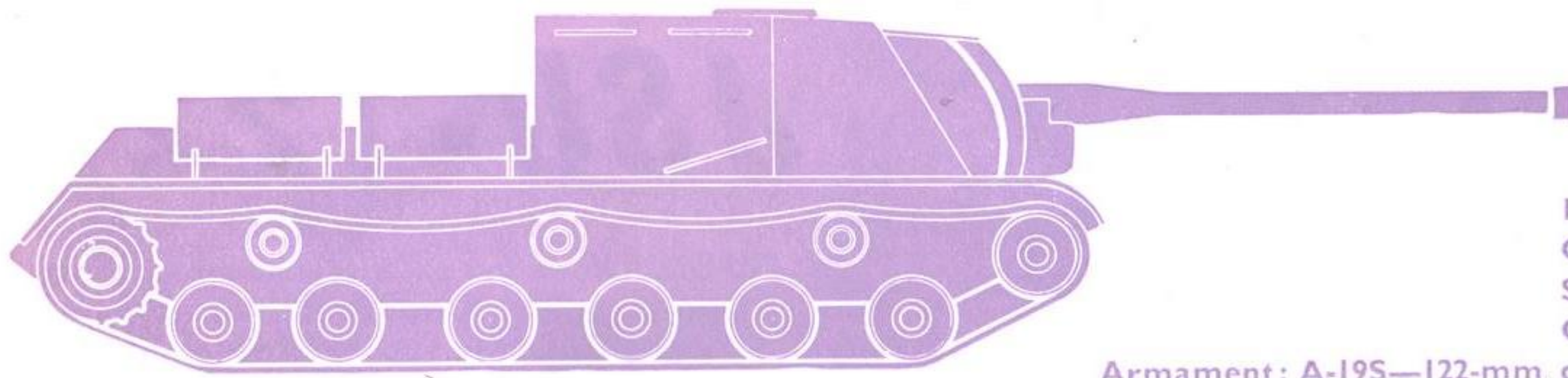




JSU-122

The JSU 122 follows the pattern common to assault guns, in that it utilises a standard tank chassis to mount a heavy calibre gun, with limited traverse. Russian practice is to use the assault gun, together with tanks, with the assault gun employing direct fire. It can, of course, fire indirect, like a normal towed artillery piece. There are two models of JSU 122, both using the chassis of the JS series of heavy tanks. One model (A-19S) uses the 122-mm. corps gun, and the other (D-25S) the modified JS122-mm. tank gun. The former weapon has no muzzle brake, and the latter a double baffle pattern muzzle brake of the same type used on the JS series of tanks.



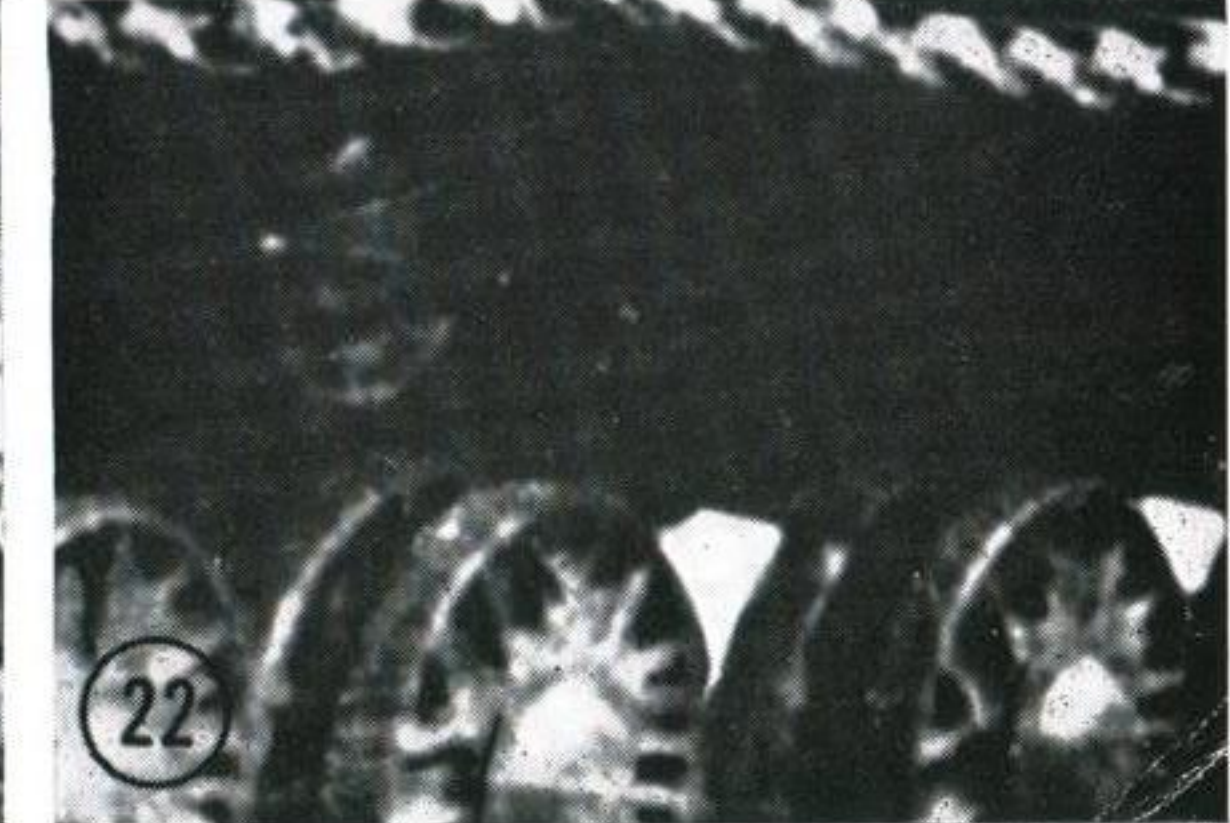
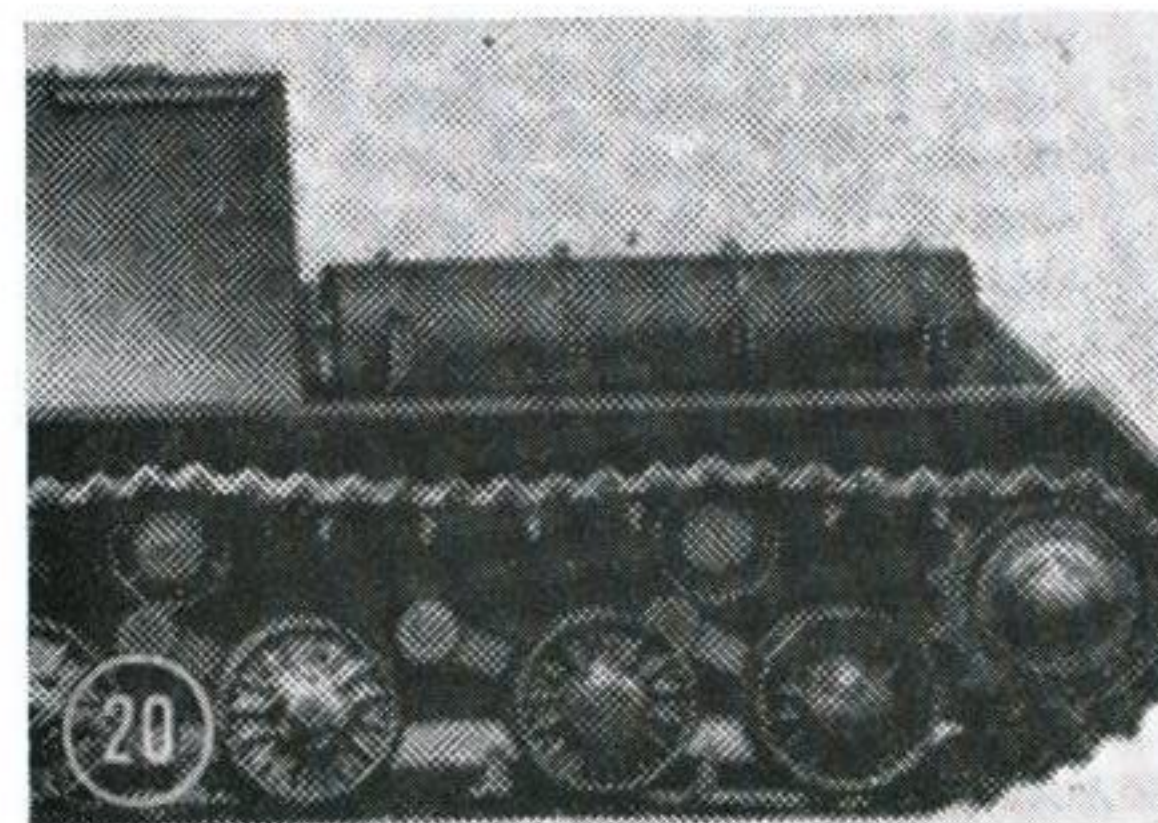
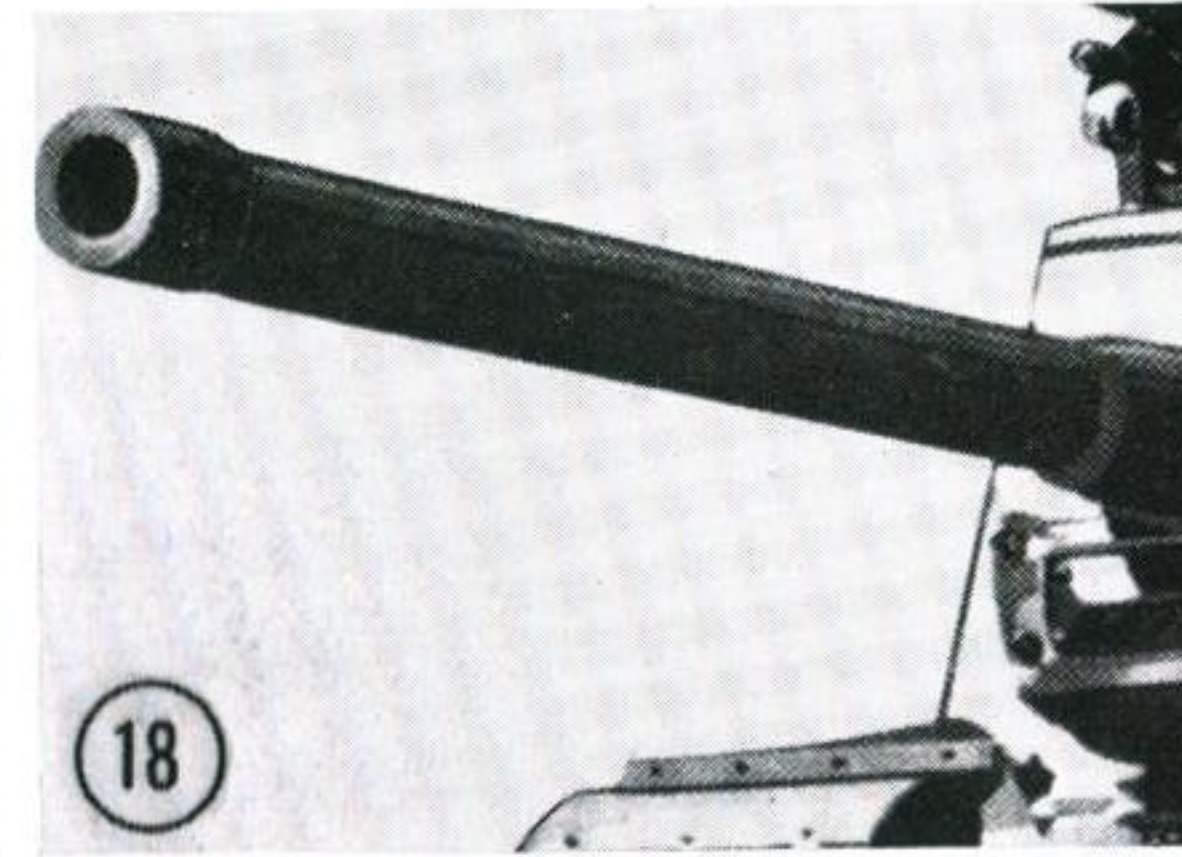
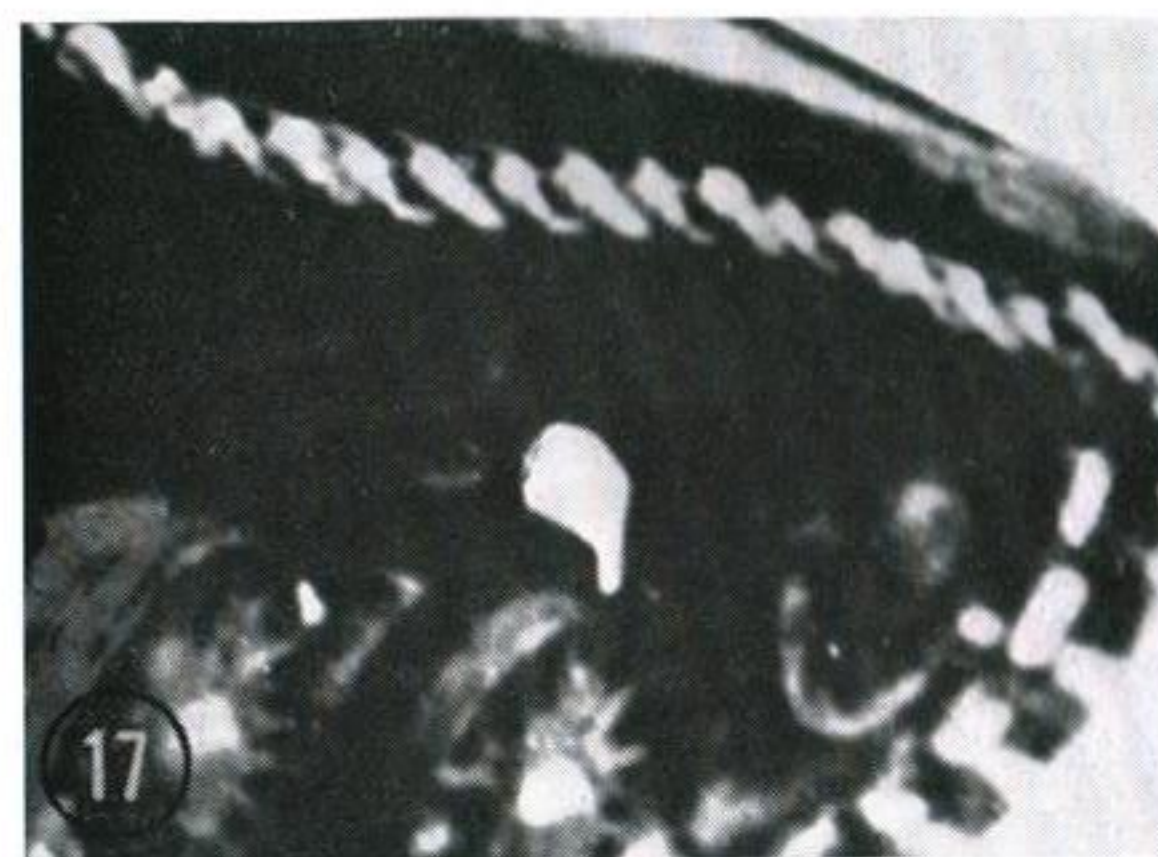
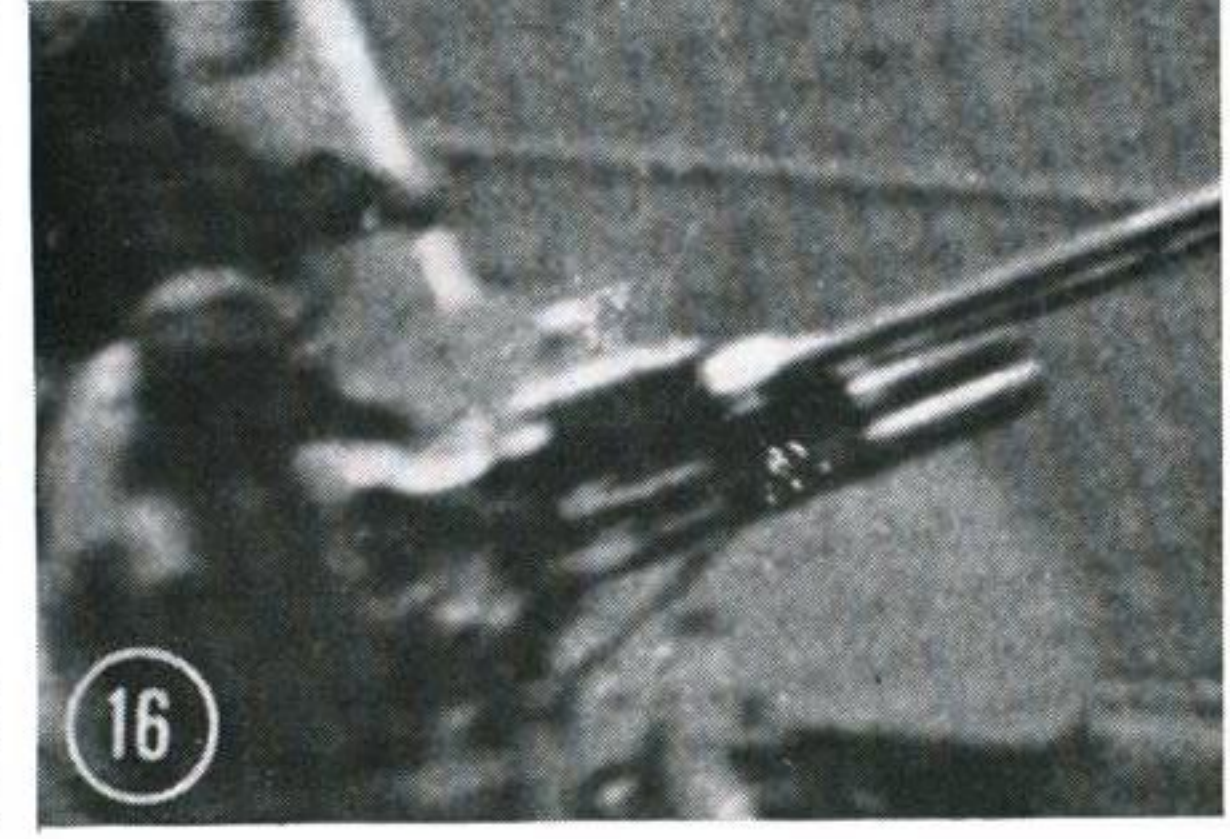
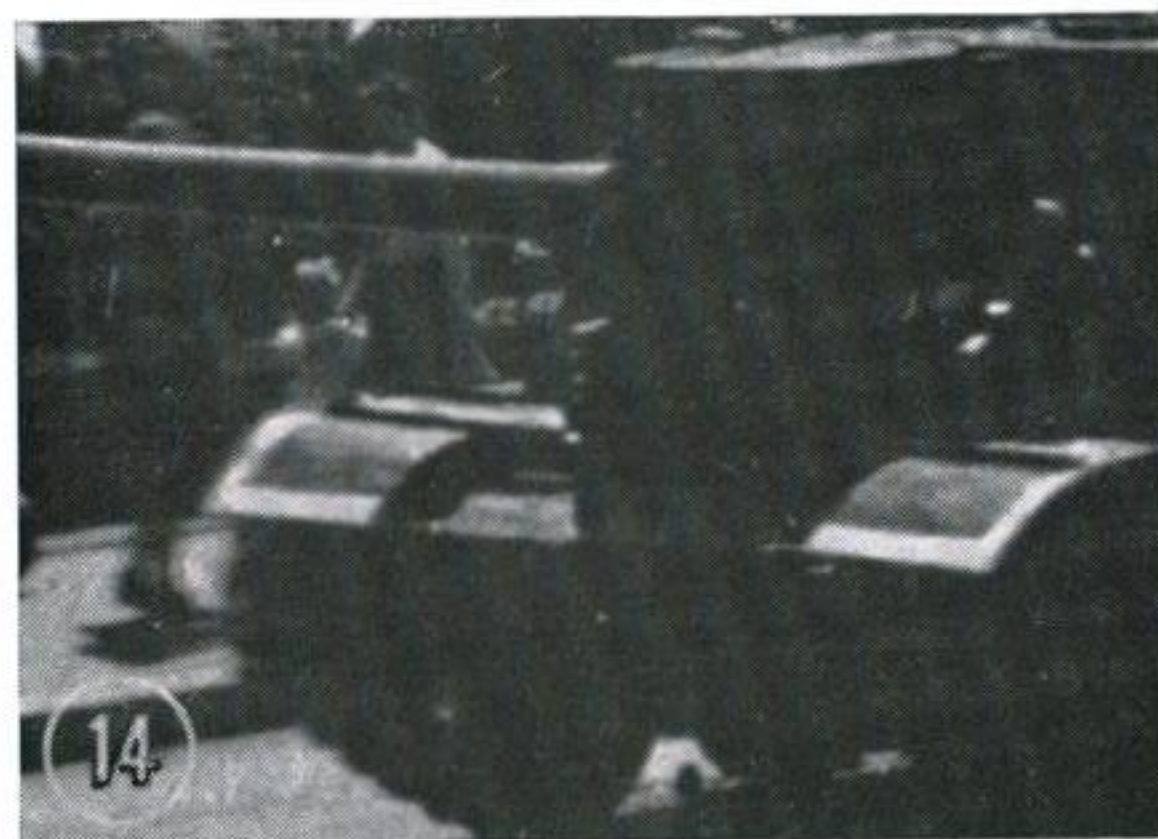
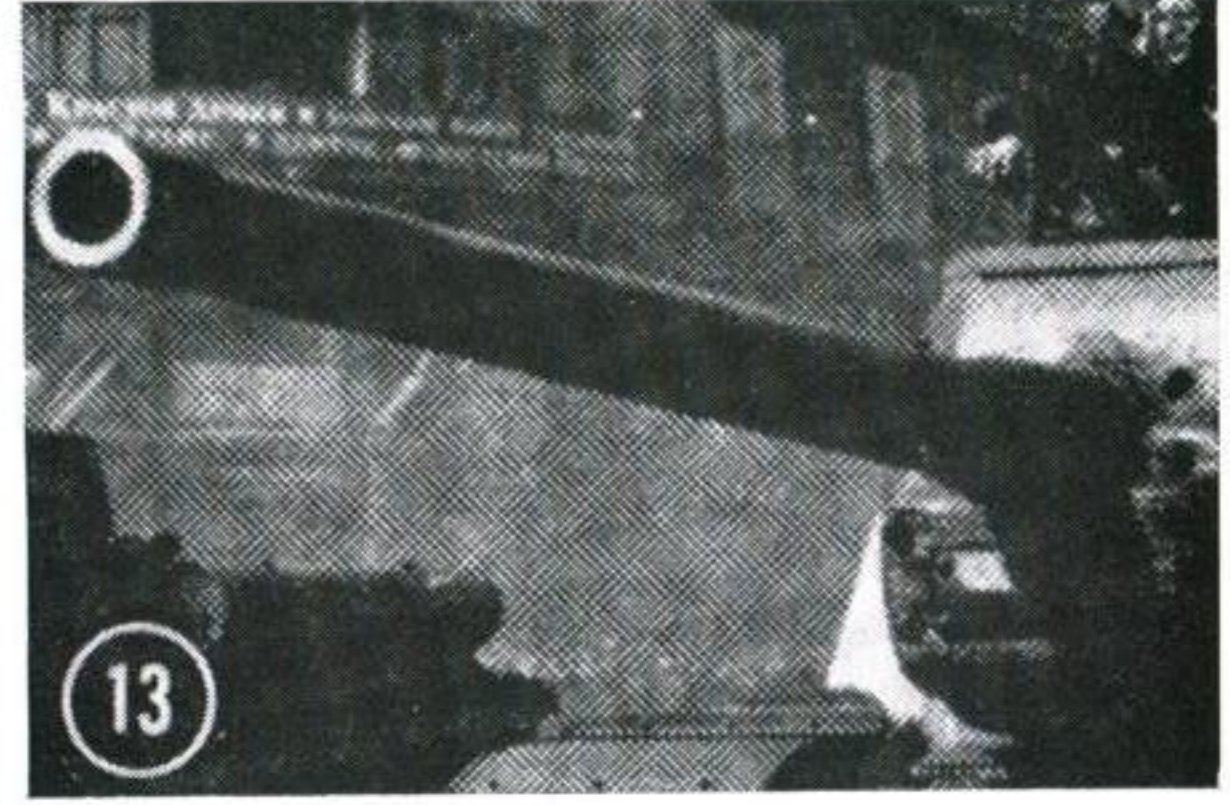
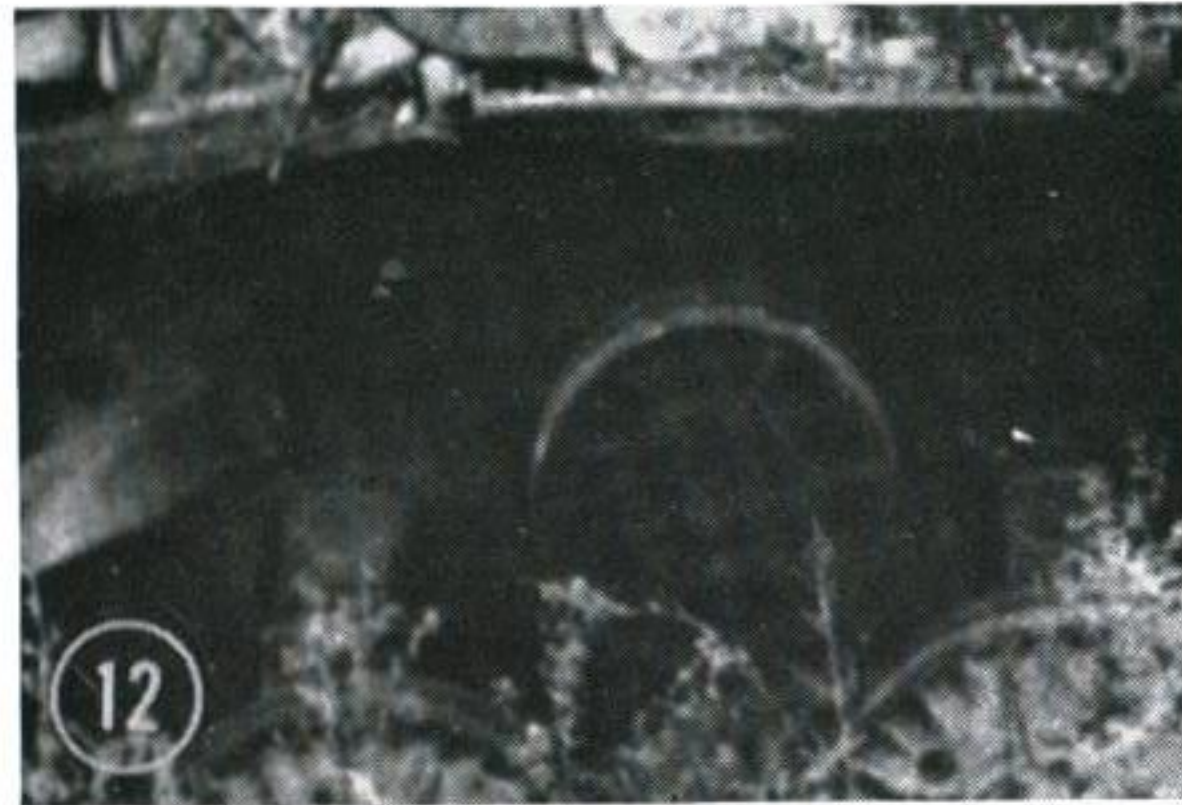
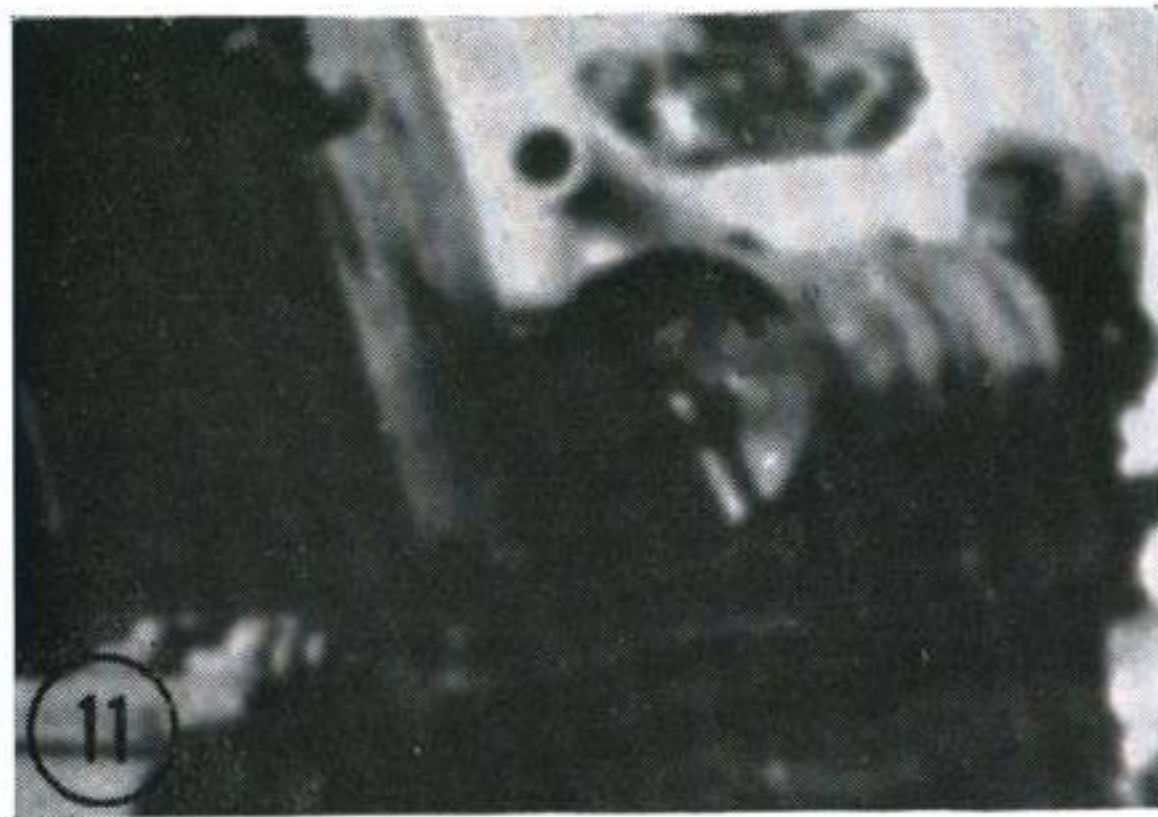
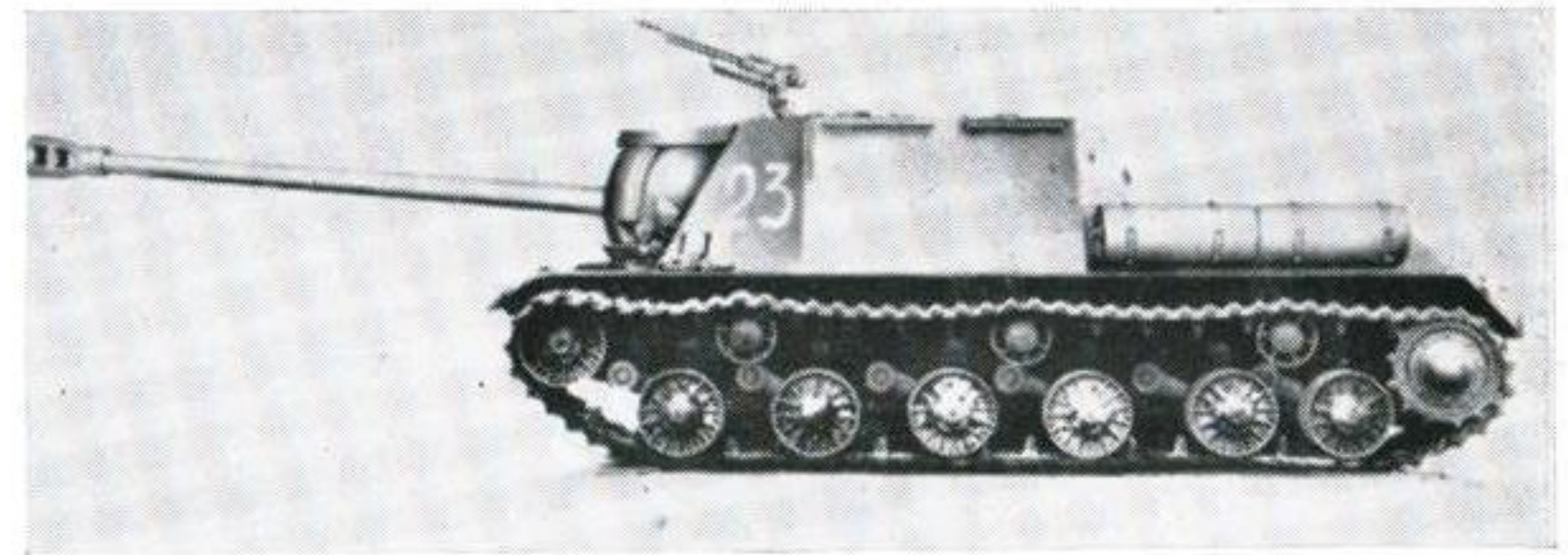


Characteristics

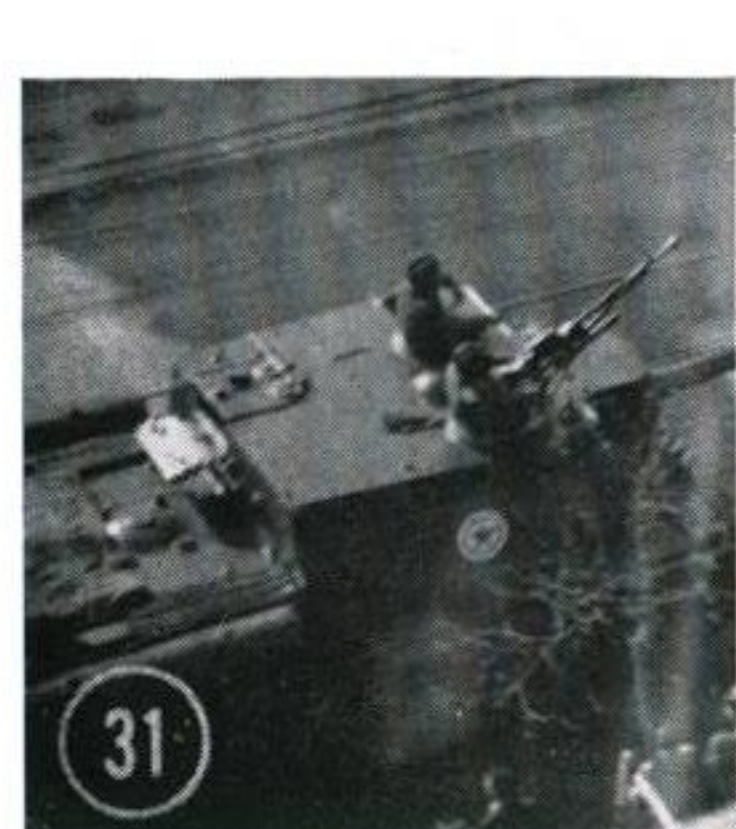
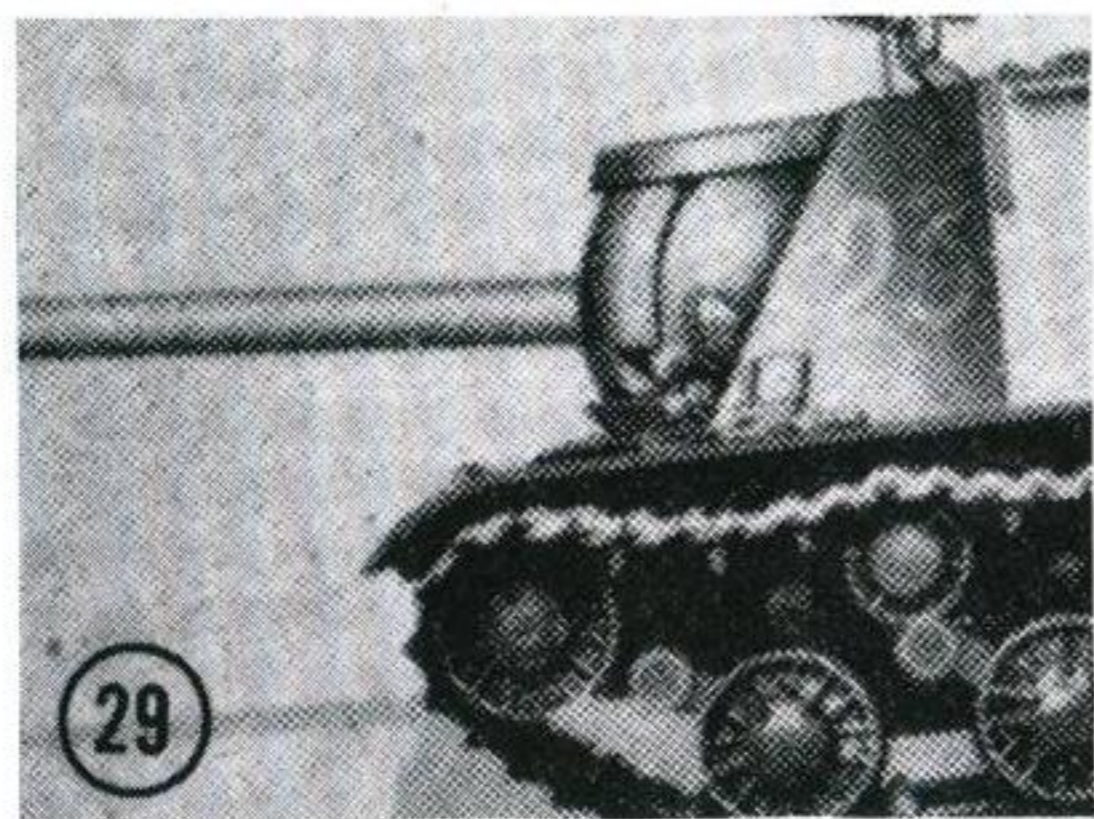
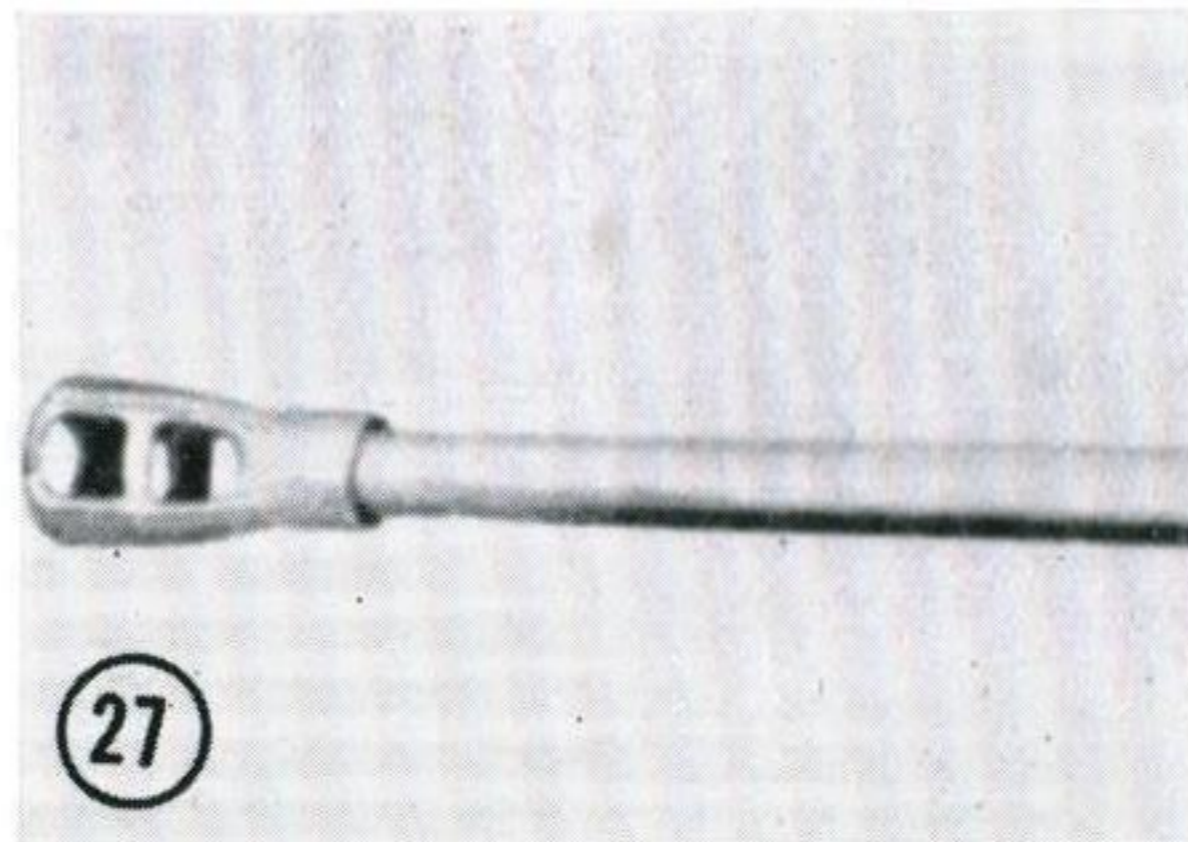
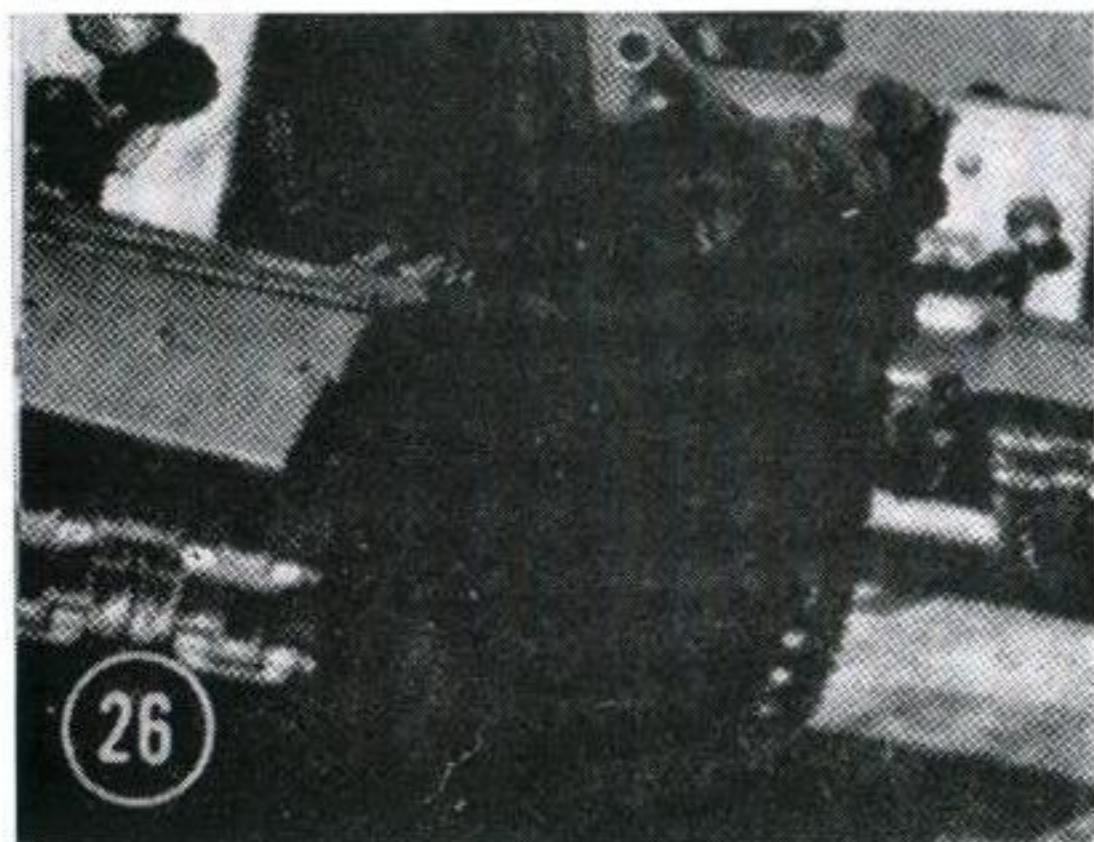
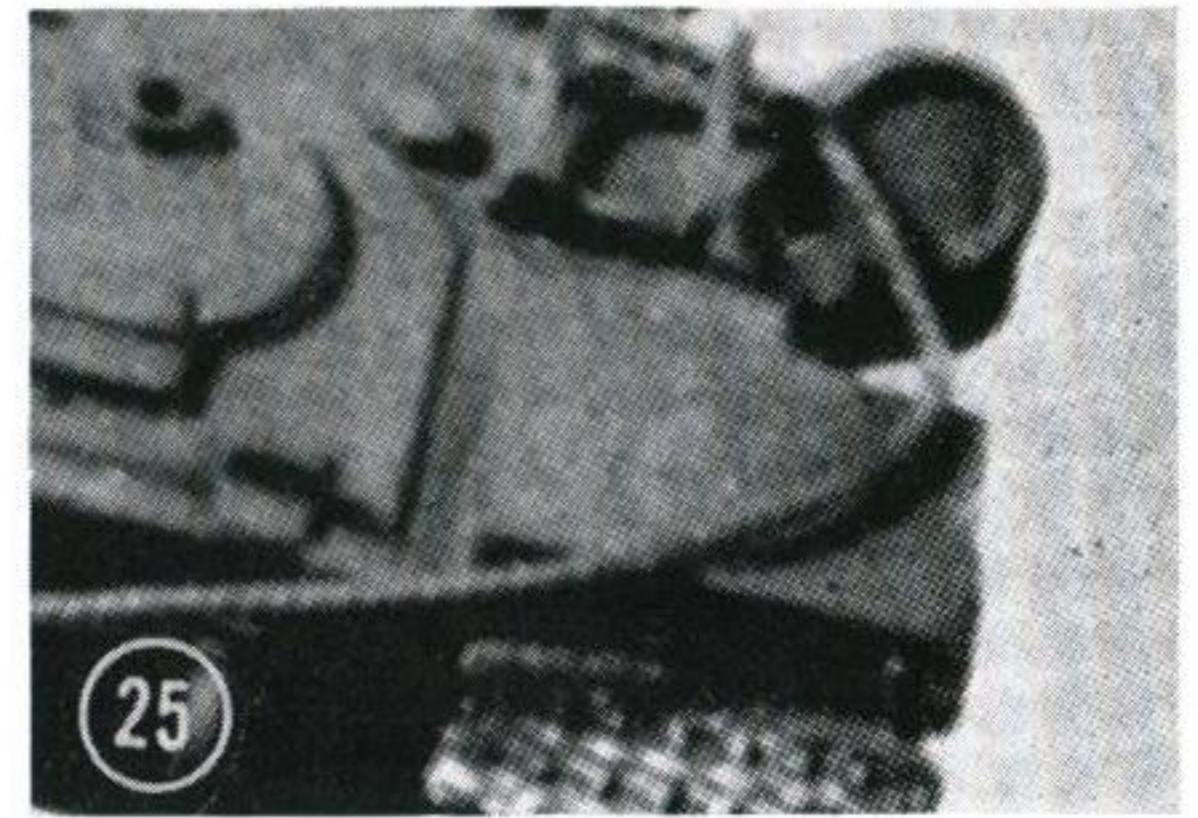
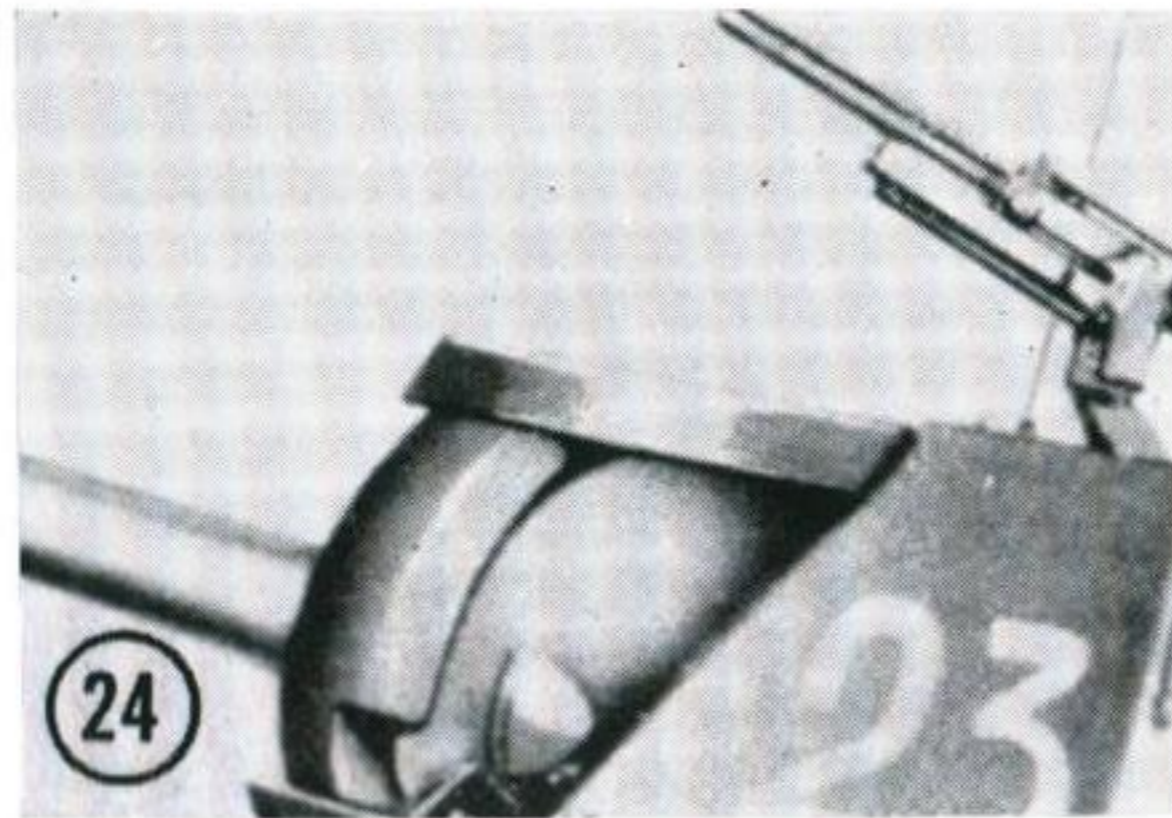
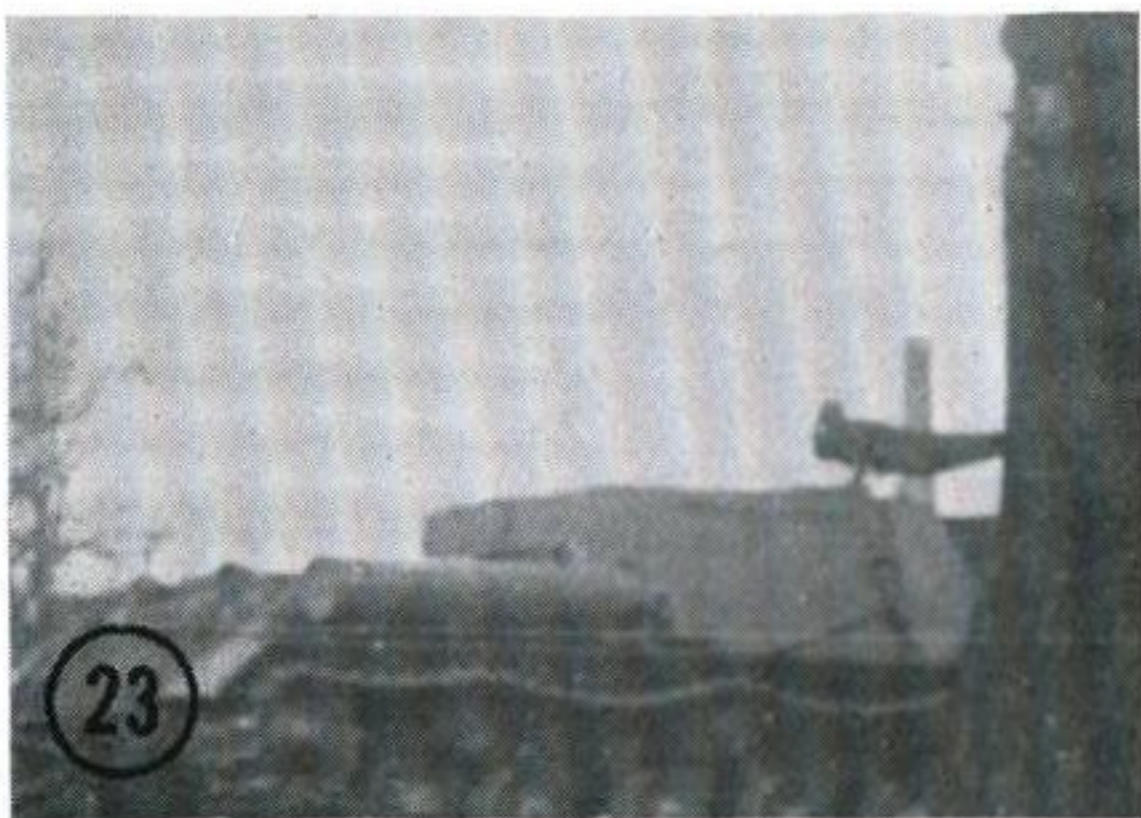
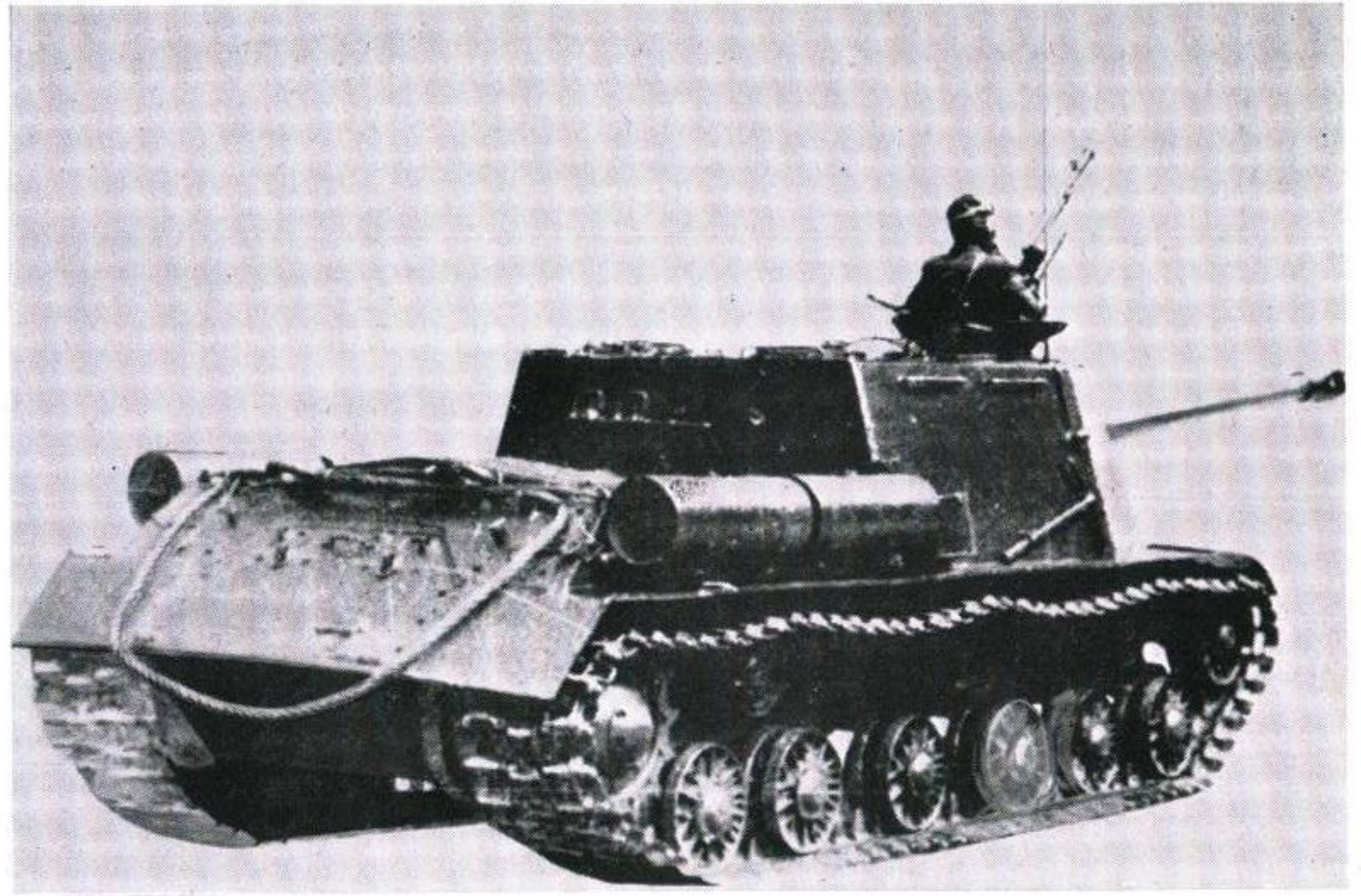
Weight: 46 tons
 Length: 21 ft. 10 ins.
 Width: 10 ft. 3 ins.
 Height: 8 ft. 13 ins.
 Crew: 5
 Speed: 23 m.p.h.
 Cruising range: 112 miles

Armament: A-19S—122-mm. corps gun. D-25S—122-mm. tank gun, one 12.7-mm. A.A. MG.

The JSU 122A (right) can be distinguished from the JSU 122 by having a prominent muzzle brake as distinct from the small balance weight on the latter (above).



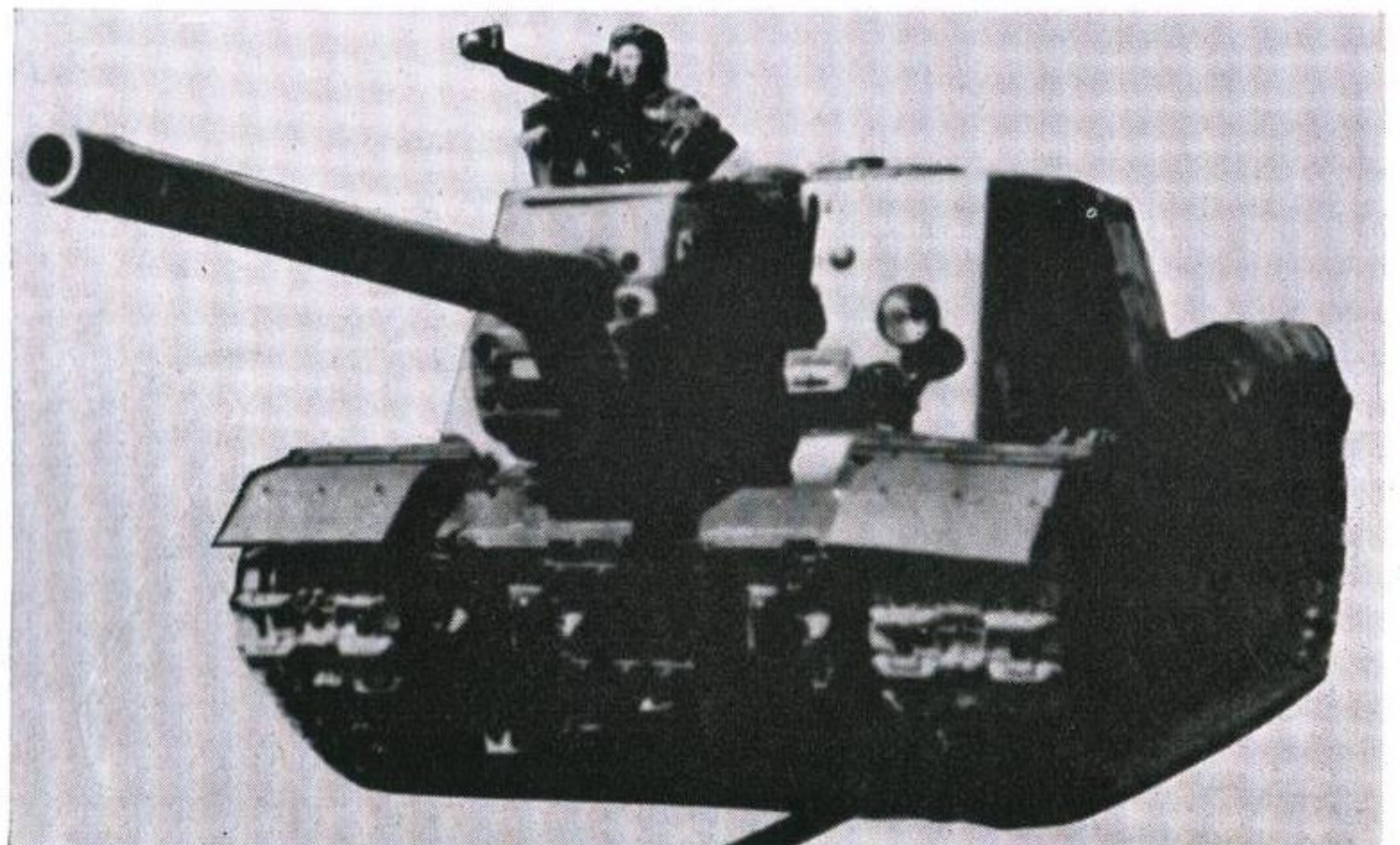
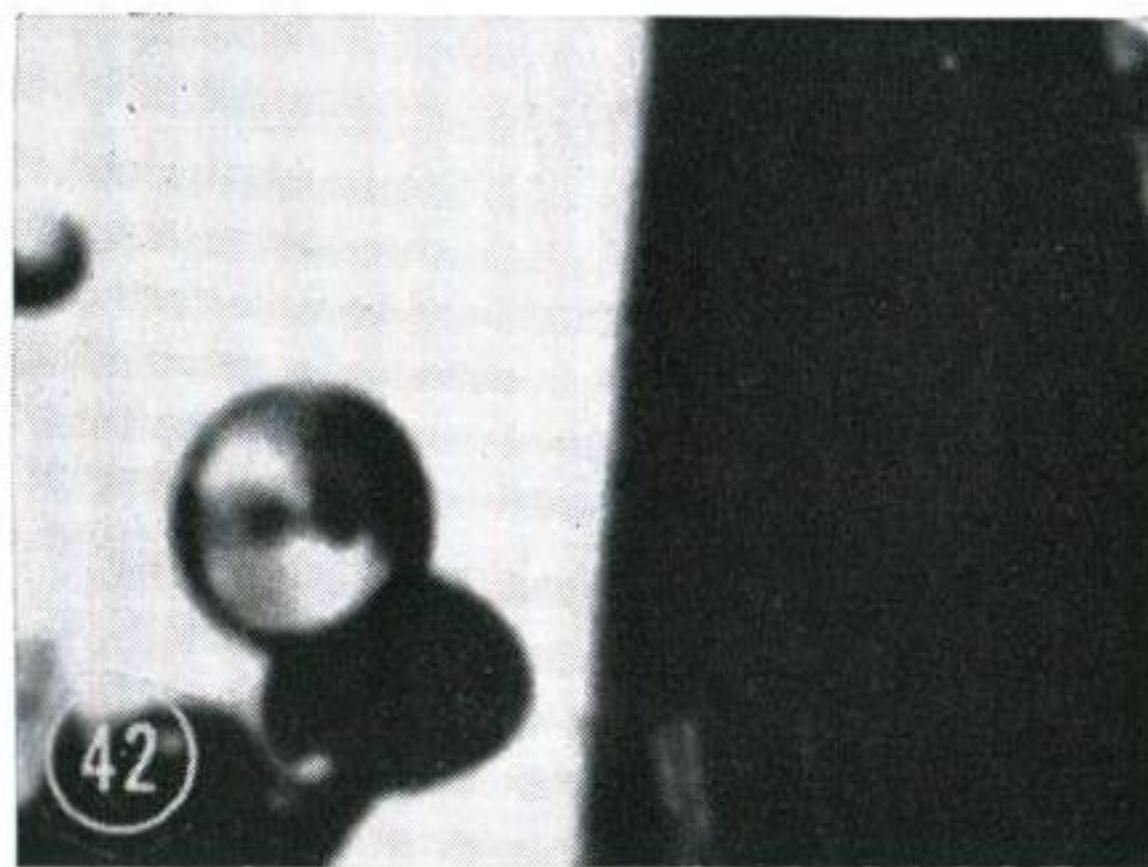
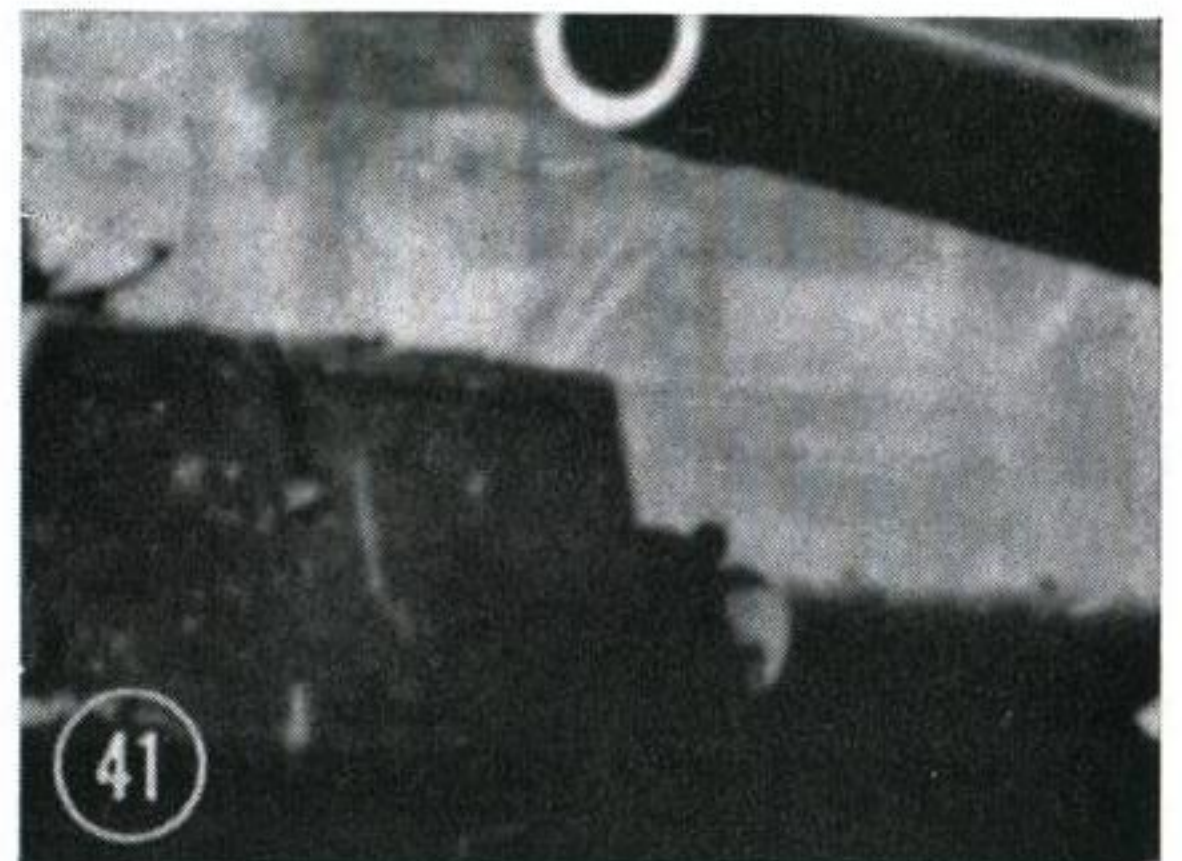
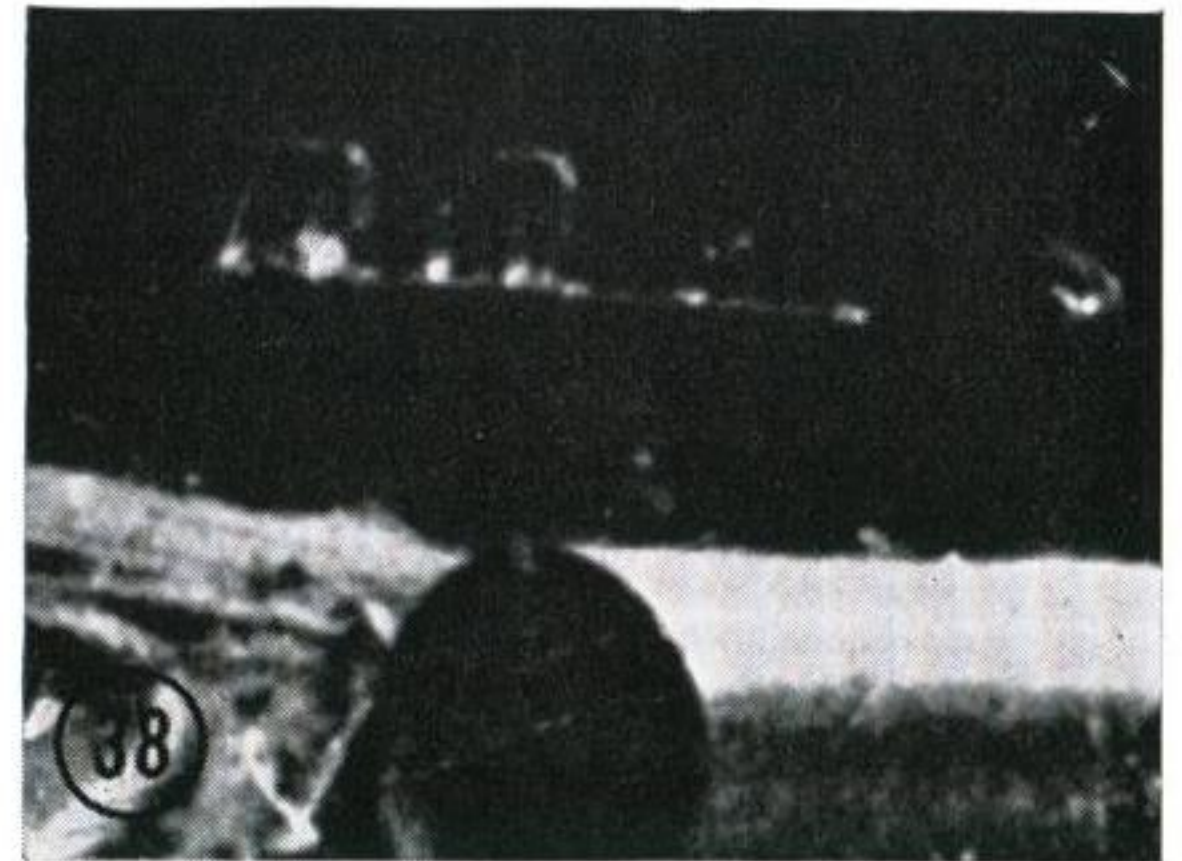
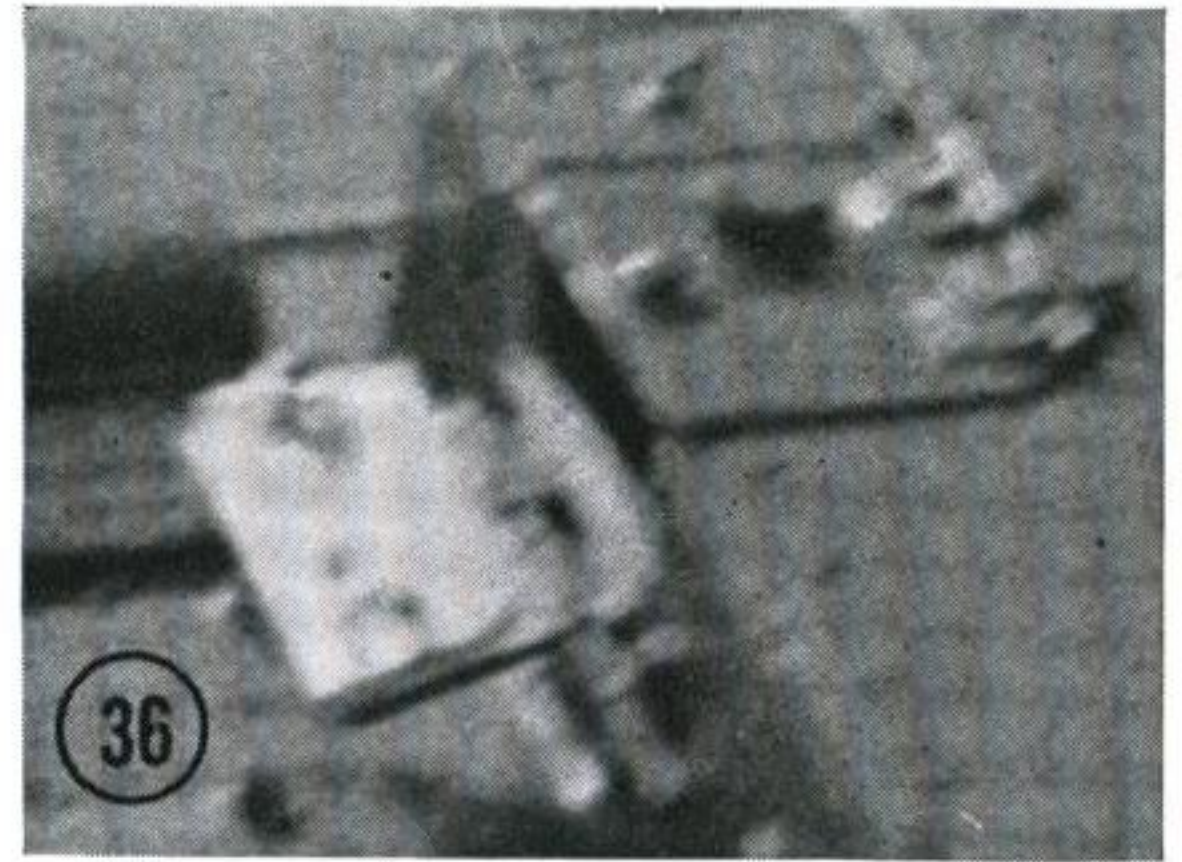
Use the coloured illustrations to identify the target views.





Lesson Instructions

First read all the text and prepare a target list. Select an easy target, compare it with the key view and try to ascertain if it is a JSU 122 (or JSU 122A if you can see the muzzle of the gun). By careful work you should be able to say whether it is one or the other (or a joker).





Cover photo: A Buccaneer S.1 (previously known as the Blackburn N.A.39) of the initial production order for twenty flying along the coast. In typical Royal Navy aircraft colours of white and extra-dark sea grey, it is understood that later production aircraft, like the R.A.F.'s "V" Bombers, will be all-white. The Buccaneer S.1 is powered by two D.H. Gyron Junior turbojets, and a new version, known as the S.2, with two Rolls-Royce Spey turbofans, has been announced.

SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION

THEY FAILED TO RECOGNISE

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- | | |
|---|---|
| <ol style="list-style-type: none"> 1. P3V-1 Orion (U.S. Navy) 2. P5M-2 Marlin (U.S. Navy) 3. P2V-7 Neptune (U.S. Navy) 4. P2V-7 Neptune (Japanese Air Self Defence Force) 5. CL-28 Argus (R.C.A.F.) 6. Shackleton M.R.3 (R.A.F.) 7. P2V-7 Neptune (U.S. Navy) 8. CL-28 Argus (R.C.A.F.) 9. P5M-2 Marlin (U.S. Navy) 10. Shackleton M.R.3 (R.A.F.) 11. CL-28 Argus (R.C.A.F.) 12. P3V-1 Orion (U.S. Navy) 13. Shackleton M.R.3 (R.A.F.) 14. P3V-1 Orion (U.S. Navy) 15. Shackleton M.R.3 (R.A.F.) | <ol style="list-style-type: none"> 16. P3V-1 Orion (U.S. Navy) 17. Shackleton M.R.3 (R.A.F.) 18. P5M-2 Marlin (U.S. Navy) 19. CL-28 Argus (R.C.A.F.) 20. P2V-7 Neptune (R.C.A.F.) 21. CL-28 Argus (R.C.A.F.) 22. CL-28 Argus (R.C.A.F.) 23. P2V-Neptune (U.S. Navy) 24. Shackleton M.R.3 (R.A.F.) 25. P5M-2 Marlin (U.S. Navy) 26. P5M-1 Marlin (U.S. Navy) 27. P3V-1 Orion (U.S. Navy) 28. P2V-7 Neptune (U.S. Navy) 29. P5M-1 Marlin (U.S. Navy) 30. P3V-1 Orion (U.S. Navy) |
|---|---|



DJINN

Page 284

All targets are of the **Djinn** except for No. 26 which is an **Alouette II**.



A3J VIGILANTE

Page 286

All targets are of **A3J Vigilantes** except for Target No. 17 which is an **F4H Phantom II**.



CARAVELLE—REFRESHER

Page 287

All targets are of **Caravelles** except Nos. 13 and 22 which are **Comet 4 Bs**.



VERTOL VORTICES

Page 289

All targets are of Vertol helicopter types as given except No. 3 which is a **HORSE** (Yak 24). The additional information in brackets is not part of the test, but is included to show the wide use made of these Vertols.

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Work Horse (R.C.A.F. H-21C type) 2. Work Horse (R.C.A.F. H-21C type) 3. HORSE (Yak 24 Russian) 4. Vertol 44A (U.S. Civil) 5. Work Horse 6. Vertol 44B (French Air Force) 7. Work Horse (U.S.A.F. H-21B Shawnee) 8. Work Horse (U.S.A.F. H-21B Shawnee) 9. Vertol 44B (Spartan Air Services) 10. Work Horse (U.S. Army H-21D Shawnee) 11. Vertol 44B (New York Airways) 12. Work Horse (U.S.A.F. H-21B Shawnee) 13. Work Horse (French Army) 14. Work Horse (U.S.A.F. H-21A Shawnee) 15. Vertol 44B (Swedish Navy) 16. Work Horse (U.S.A.F. H-21A Shawnee) 17. Work Horse (U.S. Army H-21A Shawnee) 18. Vertol 44B (New York Airways) 19. Retriever (U.S. Navy HUP) | <ol style="list-style-type: none"> 20. Work Horse (U.S.A.F. H-21B Shawnee) 21. Work Horse (U.S. Army H-21C Shawnee) 22. Work Horse (U.S.A.F. H-21B Shawnee) 23. Work Horse (U.S. Army H-21C Shawnee) 24. Work Horse (French Army) 25. Vertol 44B (Swedish Navy) 26. Work Horse (U.S.A.F. H-21B Shawnee) 27. Work Horse (U.S.A.F. YH-21 Shawnee) 28. Retriever (U.S. Navy HUP) 29. Work Horse (U.S.) 30. Work Horse (U.S.) 31. Work Horse (U.S.A.F. H-21B Shawnee) 32. Vertol 44B (Swedish Navy) 33. Work Horse 34. Work Horse (U.S.A.F. H-21B Shawnee) 35. Work Horse (R.C.A.F. H-21C type) 36. Work Horse (U.S.A.F. H-21A Shawnee) |
|---|--|

JET PROVOST T. MK. 3

Page 298

All targets are of **Jet Provosts** except No. 19 which is a **Macchi MB. 326**.



CARIBOU

Page 300

All targets are of the **Caribou** except No. 23 which is a **Friendship**.



MERCHANT SHIP TYPE TEST

Page 302

Name of Vessel	Type	Length in feet	G.R. Tons	Reporting Code
1. City of Brooklyn	Cargo Liner	485	7,557	MKKFKM
2.	Tramp (British standard)	442	7,600	MKFM
3. Kohistan	Tramp	440	6,018	MKKFKM
4. ?	Tramp	350*	4,000	MKFKM
5. America	Passenger Liner	723	26,000	KMFFMK
6. Sumatra	Cargo Liner	509	8,329	MKKFKMK
7. Himalaya	Passenger Liner	709	27,955	MKFKK
8. Pavia	Cargo Liner	348	3,411	MKFKM
9. Stavangerfiord	Passenger Liner	550	13,156	MKFFM
10. Brittany	Packet	260	1,522	MFM
11. City of Johannesburg	Cargo/Passenger	497	8,207	MKKKFKM(KK)
12. James Lykes	Tramp	430	6,700	MKKFKM
13. Wairangi	Cargo/Liner	540	12,829	KMKKFKM
14. Clan Mackay	Tramp	449	7,389	MKFM
15. Hugo Kollotaj	Tramp	365	3,765	MKFM
16. Orcades	Passenger Liner	709	28,396	KKMFKK
17. Mapledell	Cargo Liner	498	9,901	KMKKFKM
18. City of Ottawa	Cargo Liner	485	7,622	MKKFKM
19. Clan Macintosh	Cargo Liner	450	6,558	KMKFKM
20. Stavangerfiord	Passenger Liner	550	13,156	MKFFM
21. Dakar	Tramp	373	3,627	MFM
22. Falaise	Packet	311	3,710	MFM

* Approximate.



JSU 122

Page 304

All targets are either **JSU 122** or **JSU 122A** (Target No. 40 also includes two T-54s).