

JOINT  SERVICES

RECOGNITION

Journal



Vol. 17 JUNE 1962 No. 6

HOUND MI-4

Just a year ago we provided you with a lesson on Hound. We now refresh your memory. Two views have been designated key material, but it would be better for beginners to turn back to our June 1961 edition and do the main lesson again.

Hound is Russia's workhorse helicopter in civil and military use. There are several different versions which account for under-fuselage appendages including an underslung gondola for a navigator, but the fuselage of all Hounds have a characteristic shape that will not be confused with any other helicopter, provided you exercise yourself with these Hounds.

Hounds have been exported in quantity and a recent buyer of a batch of eight was the Indian Air Force.

Rotor Diameter: 69 feet

Length: 55 feet



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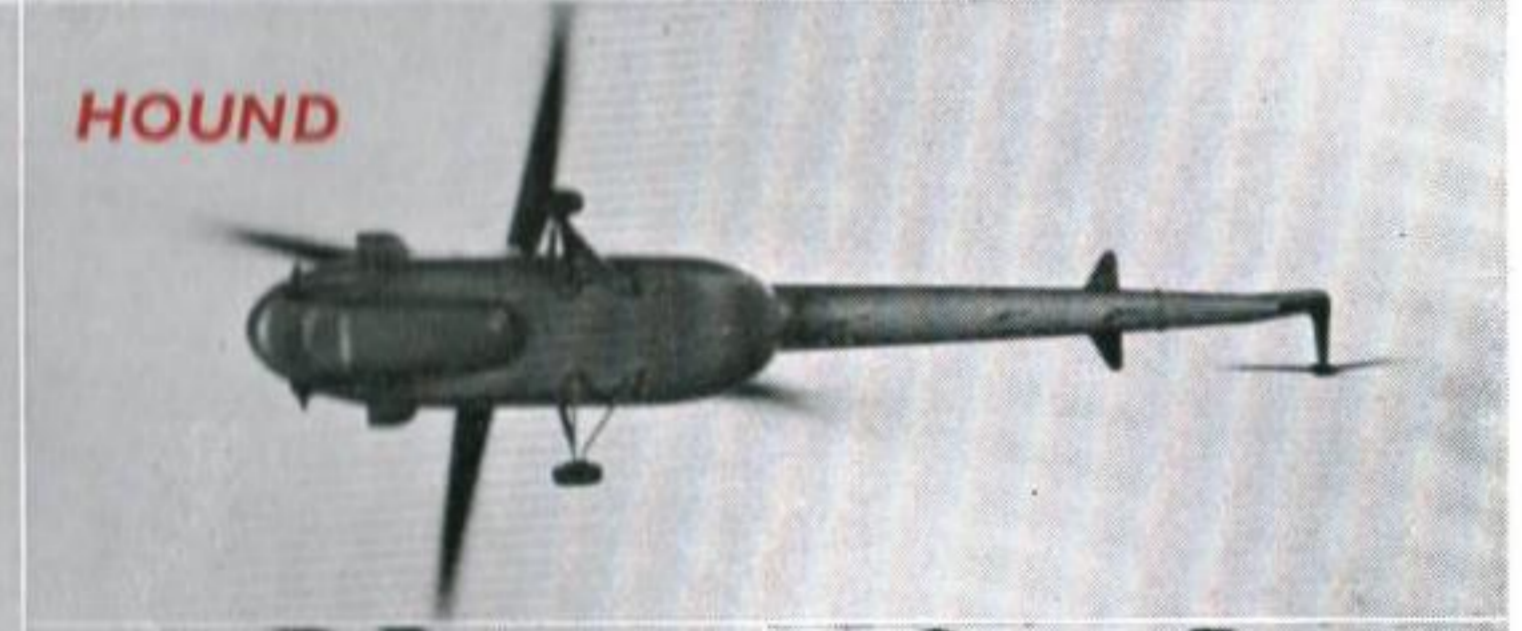
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HOUND

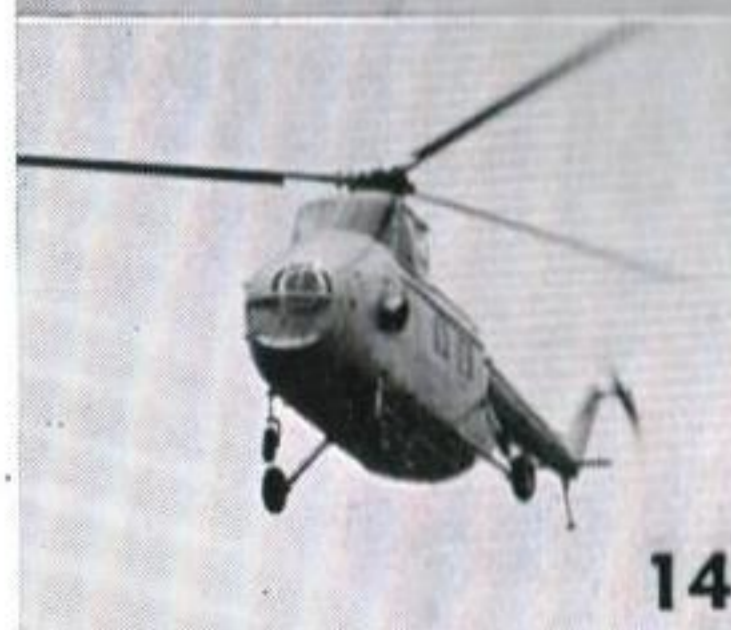
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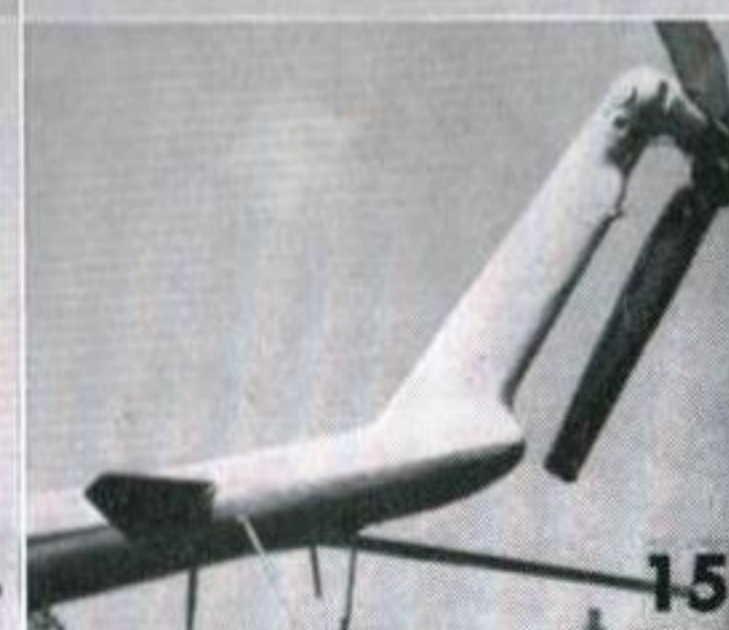
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HOUND



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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



Lockheed T-33 trainers are still flying; a few are stationed in Britain and last year were included in the reinforcement programme set in motion by the Berlin crisis. The T-33 was derived from the F-80 Shooting Star fighter, in fact, the TF-80C was re-designated T-33A. The markings, incidentally, on this "T-bird" are symbolic of the tandem trainer seating!

An inkling of the aircraft types likely to be seen in an international emergency is of great help in arranging identification training programmes, particularly when the training list alone, quite apart from other types that may be seen, sets another task to be fitted into training time.

Given that those who need to know have had basic aircraft identity training, experience of the aircraft types of a potential enemy is the first training requisite, as well as experience of friendly aircraft in order that they may be immediately and positively identified as such.

Enemy types likely to be seen are difficult to predict, we must know them all; of friendly aircraft, in another European emergency, the reinforcement pattern is not unlikely to follow the lines of last year's Berlin crisis. Then, a flow of aircraft from the United States to Europe was set in motion following the mobilisation of some 27,000 Air National Guardsmen and Air Force Reservists.

The Air Guard units activated comprised 30 squadrons; 12 of F-84F Thunderstreaks, four of RF-84F Thunderflashes, two of F-86H Sabres, six of C-97 Stratofreighters, three of F-100 Super Sabres and three of F-104 Starfighters; while Air Force Reservists manned four additional C-124 Globemaster squadrons. Attached to some of the fighter squadrons were T-33 trainers which had also to be ferried across the Atlantic.

When earlier in the year F-105D Thunderchiefs had flown from Brookley Air Force Base in Alabama to replace the

F-100 Super Sabres of the 36th Tactical Fighter Wing at Bitburg Air Base in Germany, they did so non-stop with in-flight refuelling from KB-50 tankers (modified Superfortresses) en route. The Air Guard however had received no experience of trans-Atlantic refuelling and came over by island hops.

The F-86H fighters and T-33 trainers took the northern route via Newfoundland, Greenland, Iceland, Scotland and then down over Britain to Europe. The F-84Fs and RF-84s flew the southern route staging via Newfoundland, the Azores and Spain, followed by the F-104 squadrons with their Starfighters tucked into the bellies of C-124 Globemasters.

These operations brought other aircraft types into the scene. They were preceded by sorties by Boeing WB-50s (yet another version of the Superfortress) of the Air Weather Service. Air Defence Command's RC-126 Constellations were out roaming over wide expanses of the ocean giving radar navigational aid assistance, and although tankers were not required as routine, Strategic Air Command put up KC-135 Stratotankers for emergency use and as relay centres.

U.S. Navy and Coast Guard aircraft were alerted for air-sea rescue operations and patrols were flown. Happily they were not needed. In fact the whole movement was completed without untoward incident. With modern training systems our identification training can match the undoubted efficiency of the U.S.A.F. and A.N.G. in their air movement arrangements which involve overflying Britain, France, Spain and Western Germany: it is up to us all to see that it does.

C'EST UN MIRAGE, N'EST CE PAS?

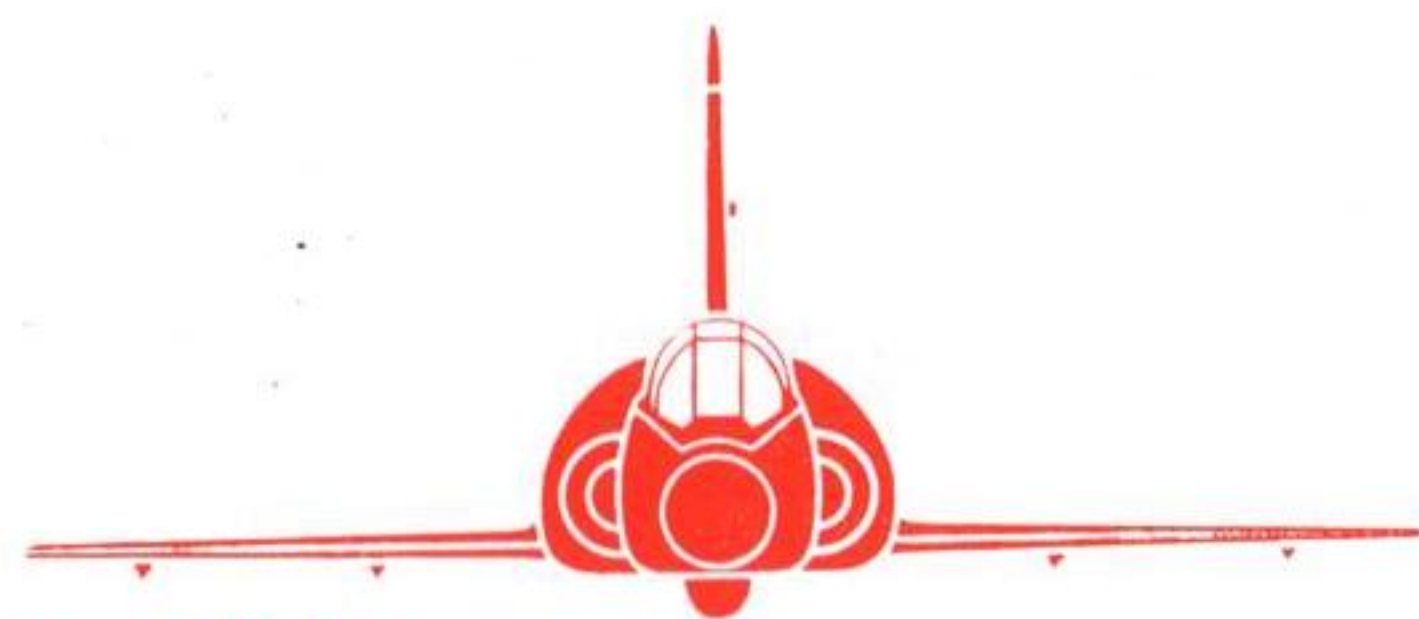


Mirage III C

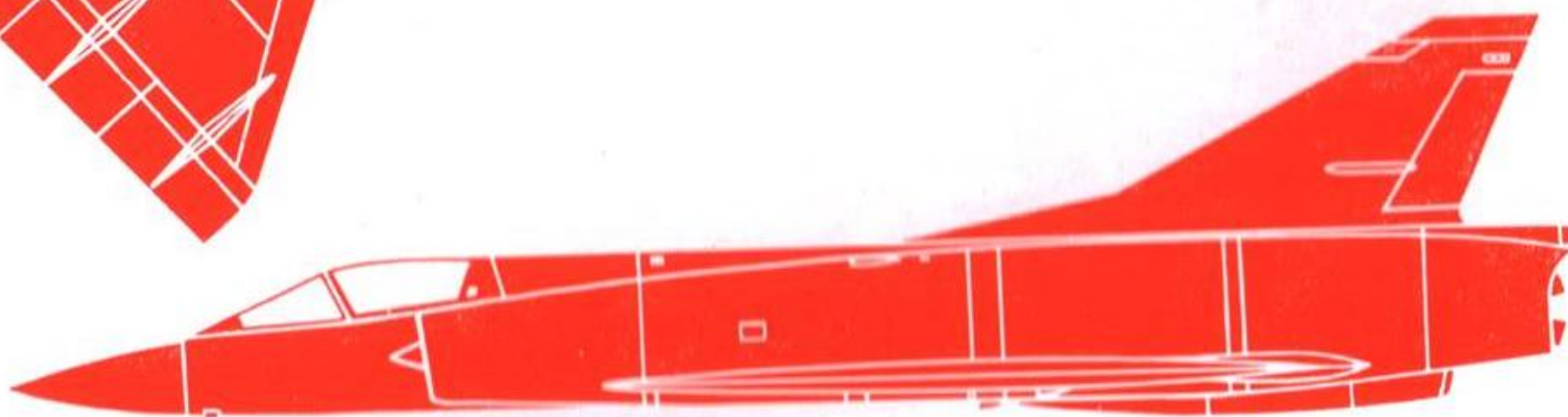
If you can answer that question correctly for all Mirage targets in this lesson—and you CAN do so if you carry out the procedure set out in full on page 163—you should be able to identify a real “flesh and blood” Mirage without much difficulty if you see one.

There are many different versions of the Dassault Mirage series of delta wing, supersonic, all-weather fighters and there is an outline of the family, its ancestry the Marks I and II and relatives IIIA, B, C, etc., down to V on page 147. In this lesson we have included only the IIIB and the IIIC which can be distinguished one from the other by the enlarged cockpit (see key diagrams) of the IIIB which is also a bit longer in the fuselage. “Alors—revenons à nos moutons.”

Read carefully the lesson instructions on page 163: if you are a beginner, concern yourself only with writing “Mirage” (not its mark number) each time you identify it and if you want to distinguish between IIIBs and IIICs go through the lesson a second time selecting one or the other.



Span 27 feet



Mirage IIIB cockpit (production versions may have a longer nose cone).



Mirage IIIB

Targets start here



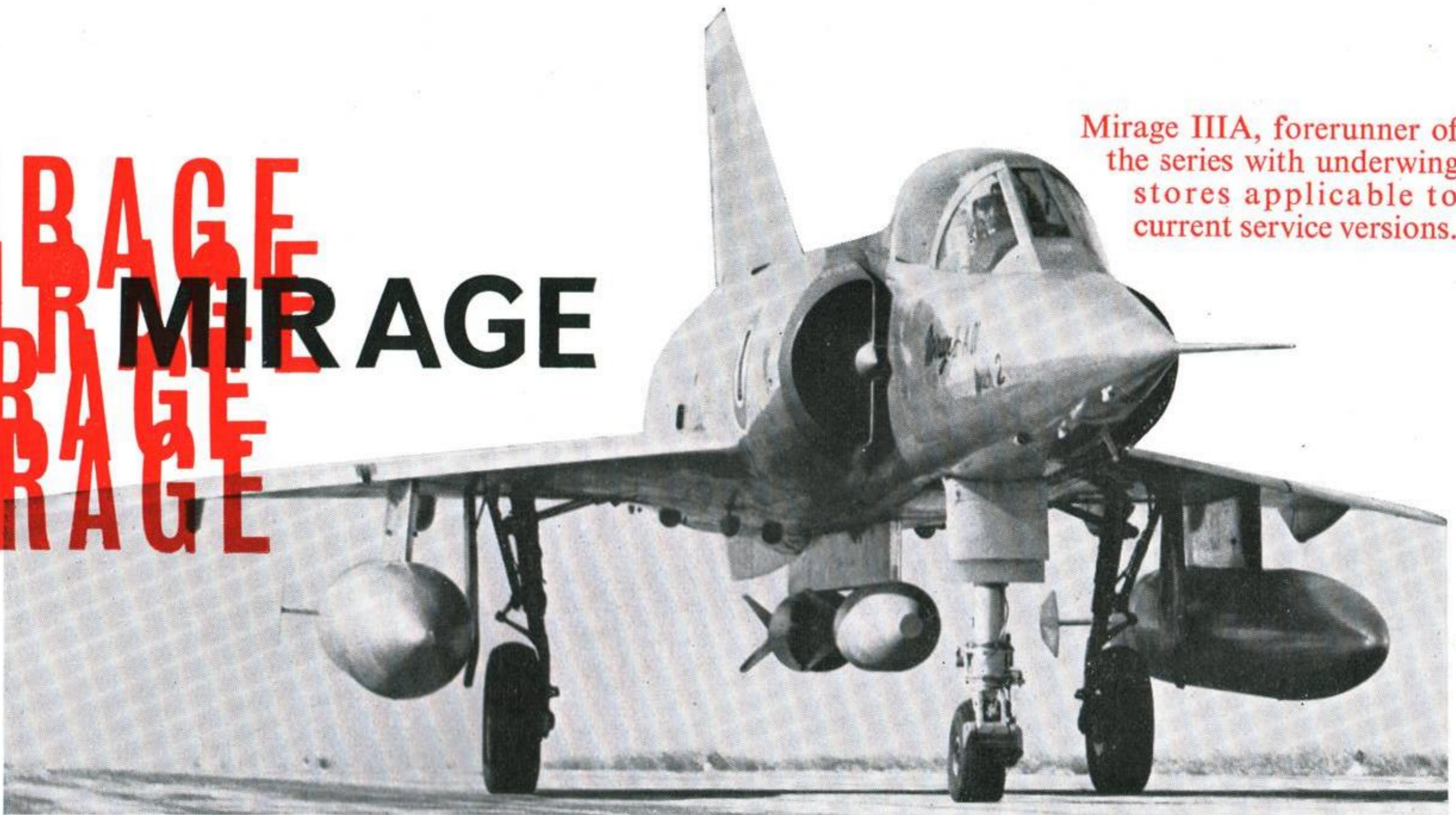


Solutions appear on the cover.

Continued overleaf



MIRAGE



Mirage IIIA, forerunner of the series with underwing stores applicable to current service versions.

THE dictionaries may give the word "Mirage" as an illusion, but there is no doubt that Dassault, the manufacturers of the successful Mirage series of fighters, apply it in the Latin sense of the word from which it is derived—"to wonder at."

The series I to III are as follows:—

Mirage I Prototype of series with two French-built Armstrong Siddeley turbojets.

Mirage II Project with Turbomeca turbojets. Not built.

Mirage III Larger development of Mirage I with single Atar 101G-1 turbojet.

Mirage IIIA Pre-production Mirage fighters. Ten built and variously modified affecting fin and rear fuselage shape.

Mirage IIIB Two-seat trainer version with 20 inch fuselage extension. 26 ordered for French Air Force.

Mirage IIIC Production interceptor for French Air Force (100) and Israel (26).

Mirage IIID Ground attack version project.

Mirage IIIE All-weather multi-role, including long-range intruder, version of IIIC. 270 ordered for French Air Force.

Mirage IIIF Long-range nuclear attack project.

Mirage IIIO Export version powered by Rolls-Royce Avon. Prototype only at present. 30 ordered by Australia.

Mirage IIIR (R for Recce) Reconnaissance version of IIIC with cameras mounted in nose. 50 ordered for French Air Force.

Mirage IIIS (S for Swiss) Version of Mirage III under construction in Switzerland. Initial orders for 100.

Mirage IIIV (V for VTOL) Project for vertical take-off version in conjunction with Rolls-Royce and Bristol Siddeley. Known as the "Balzac."

The Mirage IV differs considerably from the Mirage III and will be the subject of a later lesson.



Mirage IIIC with braking 'chute in operation.

LONDON AIRPORT

For obvious reasons civil aircraft identification is most important, and well over a hundred target views follow in the next four pages of the types seen at London Airport. In general, your experience from earlier *Journal* lessons is your guide, but as an additional help, key silhouette plan views of the types appearing in the targets are provided here. Read also the general lesson instructions on page 163.



Ambassador

Once known as the Elizabethan of B.E.A. a number are still flying with other Services.

Span: 115 feet.



Boeing 707

Widely used by airlines throughout the world, over 400 of the 707 and 720 versions have been built.

Span: 131 feet.



DC-8

Produced in five main series, some 150 are in service, differing externally only in engine details.

Span: 142 feet.



Bristol 170

A freighter/passenger aircraft for civil and military use in several versions including a long-nosed version.

Span: 108 feet.



Electra

Lockheed's medium-range turboprop airliner is widely used; from it has been developed the Orion anti-submarine aircraft.

Span: 99 feet.



Britannia 300

Bristol's turboprop airliner produced in various series of which the 300 series is the most widely used.

Span: 142 feet.



Douglas DC-3 Dakota

Pre-war, wartime and post-war, the DC-3 has been in evidence. Many veterans of wartime production are still flying.

Span: 95 feet.



Caravelle

France's successful airliner produced in several versions. Engine shapes vary on the later models.

Span: 112½ feet.



Douglas DC-7

Basically a lengthened DC-6, the DC-7 is now being used as the DC-7F Speedfreighter and DC-6 / DC-7 / DC-7B / DC-7C versions are still flying.

Span: 117½ feet (DC-6/7/7B), 127 feet (DC-7C).



Comet

Britain's famous four-jet airliner. The silhouette shows the Comet 4 with wing fuel nacelles which are not fitted to the Comet 4B.

Span: 107-114 feet according to version.



Prince

A feeder-line and executive aircraft of which the Pembroke is a slightly larger version. Both are in civil and military use.

Span: 56 feet (Prince), 64½ feet (Pembroke).



Super Constellation

In its heyday ten years ago, the Constellation and several of its variants are still flying.

Span: 123 feet (Super Starmodel: 150 feet).



Vanguard

Vickers successor to the Viscount is used by B.E.A. and Trans Canada Air Lines.

Span: 118 feet.



Viscount

A popular airliner of which there are some 75 different versions with variations in fuselage length.

Span: 94 feet.

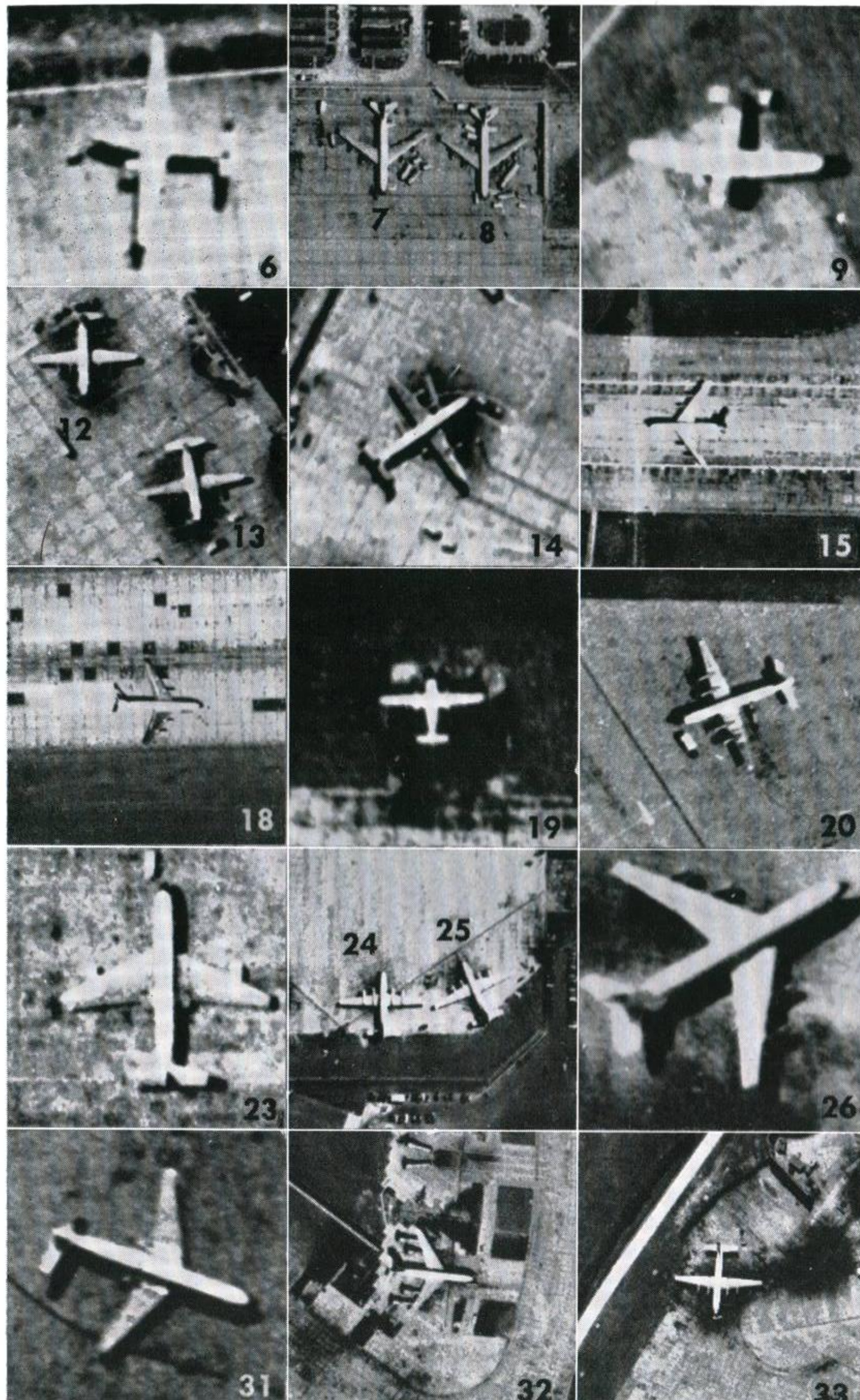
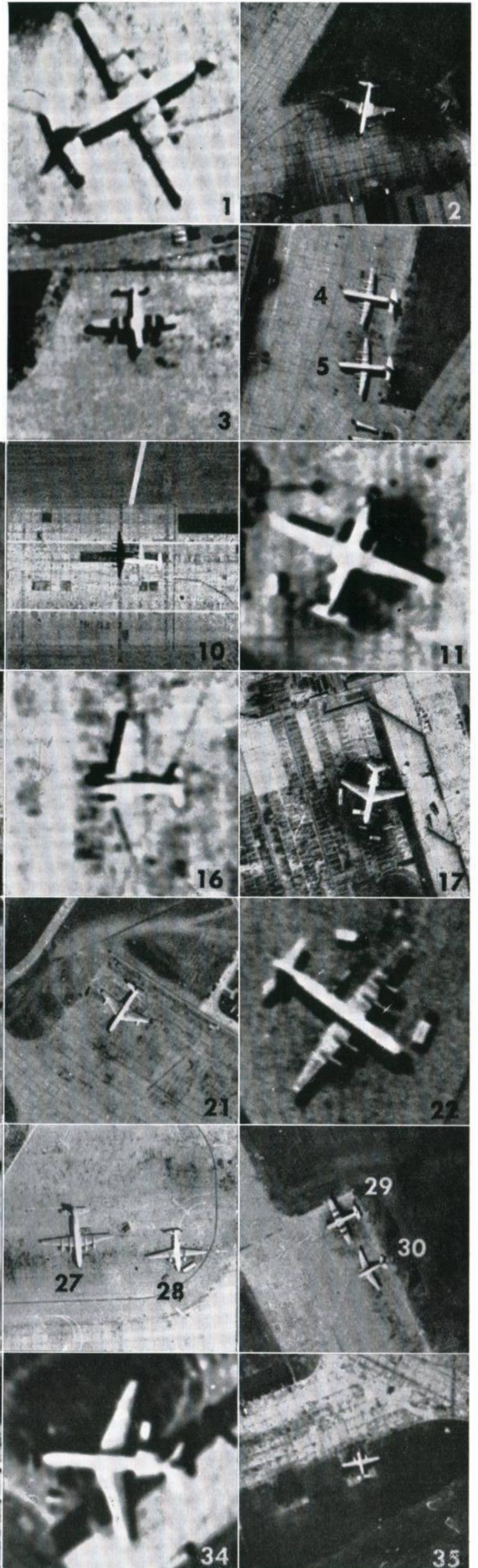


York

An antiquated freighter of the late war years, still to be seen plying in the air.

Span: 102 feet.

A magnifying glass will reveal more detail





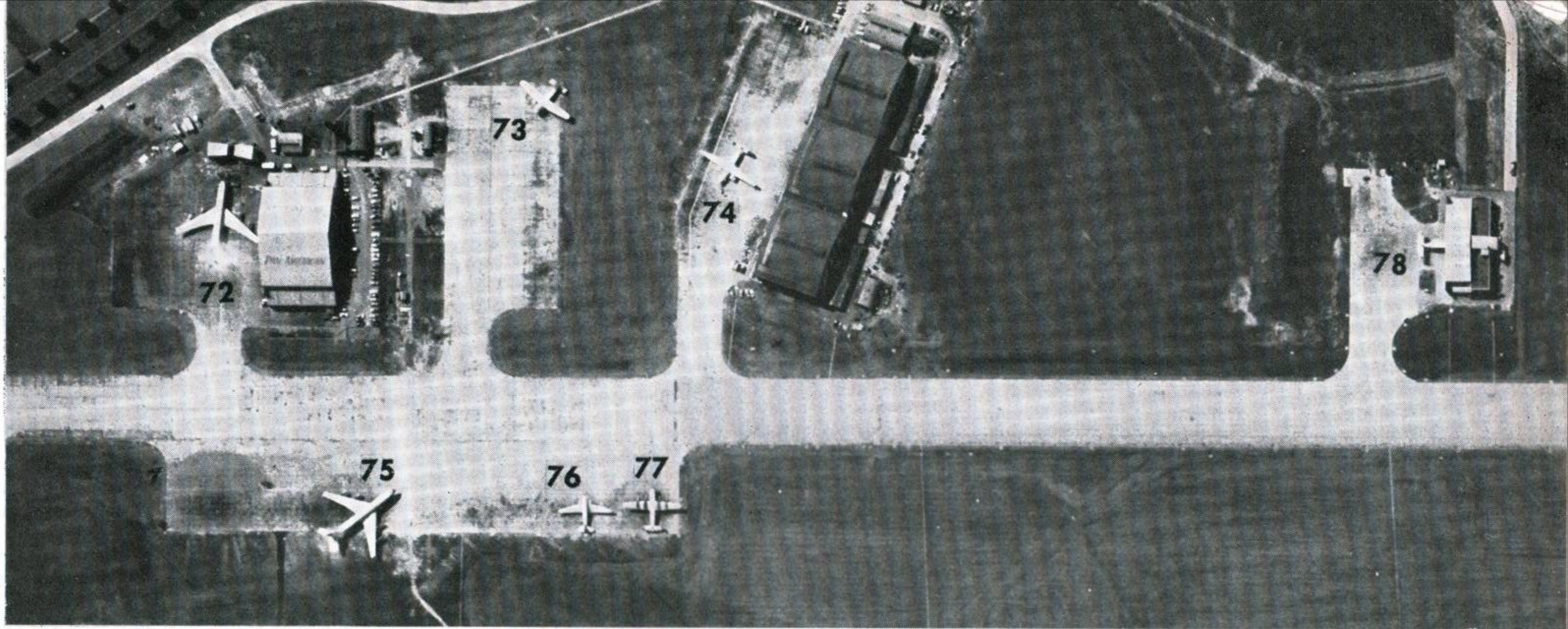
LONDON AIRPORT

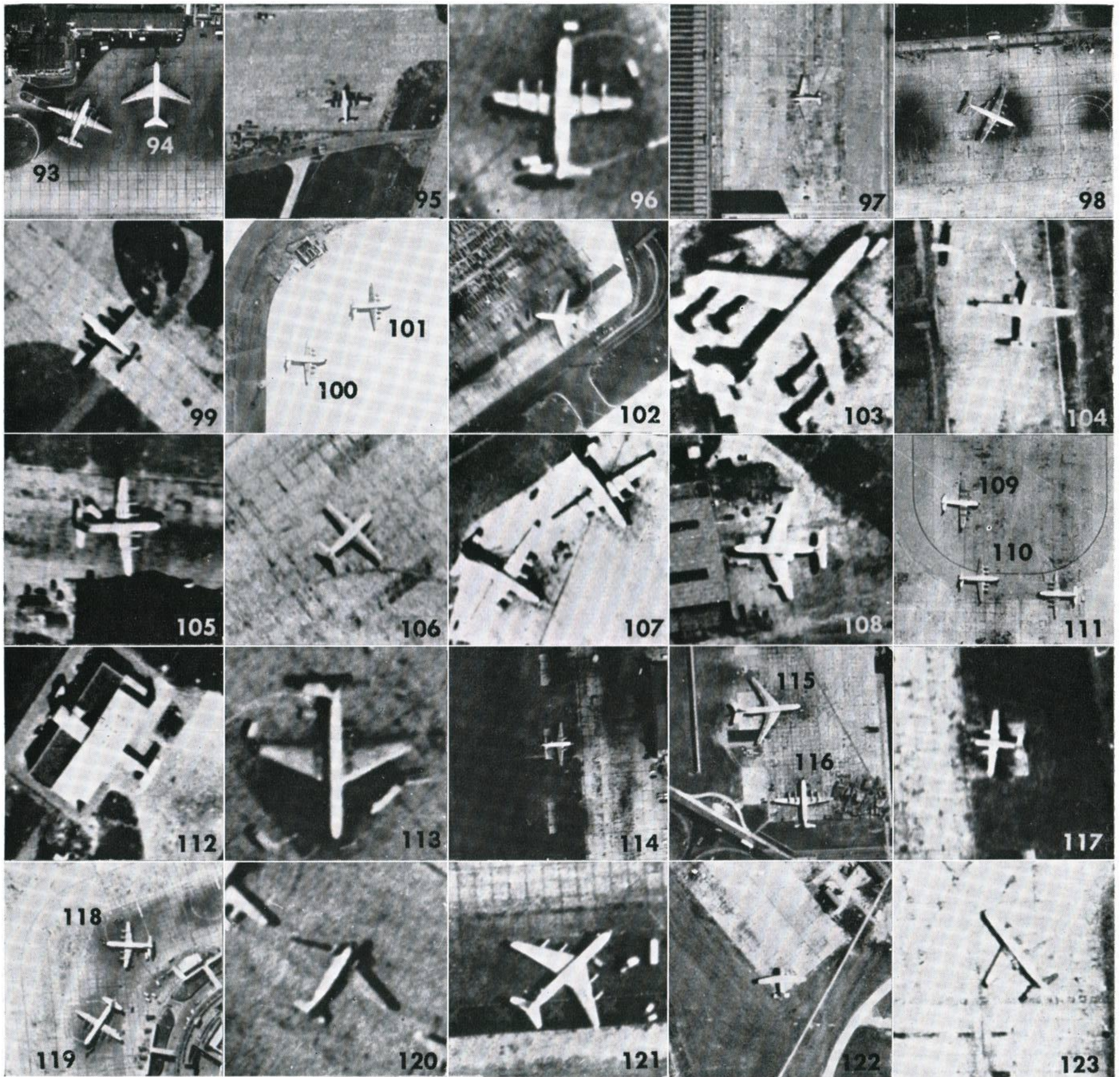
Aerial views of Britain's premier airport which has nearly 150,000 aircraft movements per year.

While Comets, Caravelles and Boeing 707's grace the runways and prove these to be fairly recent photographs, Dakotas and Yorks—possibly the same aircraft that landed here sixteen years ago when it was generally known as Heathrow—are still to be seen.

Unfortunately, to be truly representative, we did not manage to net any Friendships, nor yet any of the Tu104 Camels. Before starting to identify the targets, read the text on page 148 and the lesson instructions on page 163.

These photographs are reproduced by courtesy of Messrs. Fairey Air Surveys Ltd.





A magnifying glass will reveal detail more clearly



Convair 340

Convair's first post-war airliner, the 240, and its developments, the 340 and 440 Metropolitan, are still flying on many short haul routes.

Span: 105 feet (440/340), 92 feet (240).



Herald

Often called the Dart Herald to distinguish it from its 4-engined predecessor with Leonides engines, the Herald is made in two versions.

Span: 95 feet.



Viking

Well over 50 of Britain's first post-war commercial transport are still flying.

Span: 89 feet.



Douglas DC-4

Conversion of military C-54s as well as models built for commercial use result in this transport being in service in its hundreds.

Span: 117 feet.

D.H.C.1 Chipmunk

All-through jet-training in the R.A.F. has not meant that the Chipmunk has been deposed, for over 150 are still with Flying Training Command and most R.A.F. Commands have a few for communications duties. At the same time a number are on the civil register.

The R.A.F. service model, built in Britain, is the T. Mk. 10, the Mk. 1 being the Canadian-built version used by the R.C.A.F. while Mk. 2 to 9 were reserved for developments of the Canadian model.

Read the lesson instruction on page 163 before attempting this refresher lesson.



Solutions appear on the rear cover.



SKEETER

The Skeeter has a rather complicated background, having been designed by the Cierva Autogyro Company which was taken over by Saunders-Roe (Saro) in 1951 and which in turn became a Division of Westland Aircraft. However, we are only concerned with the name Skeeter by

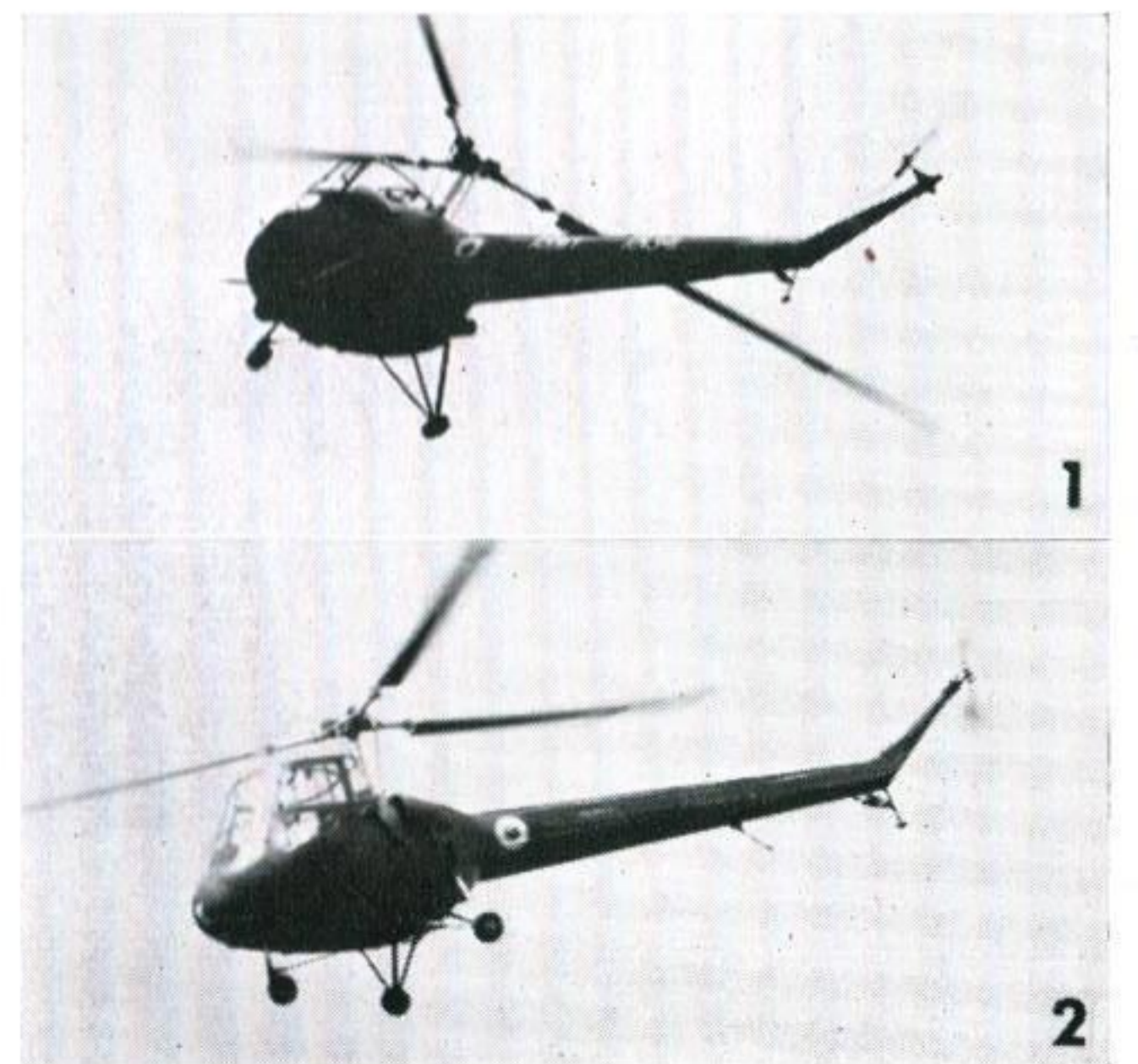
which it is known in the Army and R.A.F.

There are several different models—the A.O.P. Mk. 10 and A.O.P. Mk. 12 for the Army, the T. Mk. 11 for the R.A.F. and the Mk. 50 and Mk. 51 for the Army and Navy respectively of the German Federal Republic. Since variations between marks (apart from experimental models) concern only equipment and versions of the Gipsy Major engine, external appearances are not involved and the key views here, above and below, of an A.O.P. 12, will give you a clear guide to all Skeeters.

Working within the framework of the lesson instructions (set out in full on page 163) always begin with the easiest targets so as to build up experience. If you are not familiar with the Skeeter, start with targets 8, 24, 25, 10, 16, 28 and 22 in that order: go on from there on your own. Solutions, for checking your result after the lesson, are on the back cover but watch for jokers!

Rotor Diameter: 32 feet

Length: 28 feet





WARSHIPS OF THE U.S.S.R.—

The Kotlin Class Fleet Destroyer



Key Photo



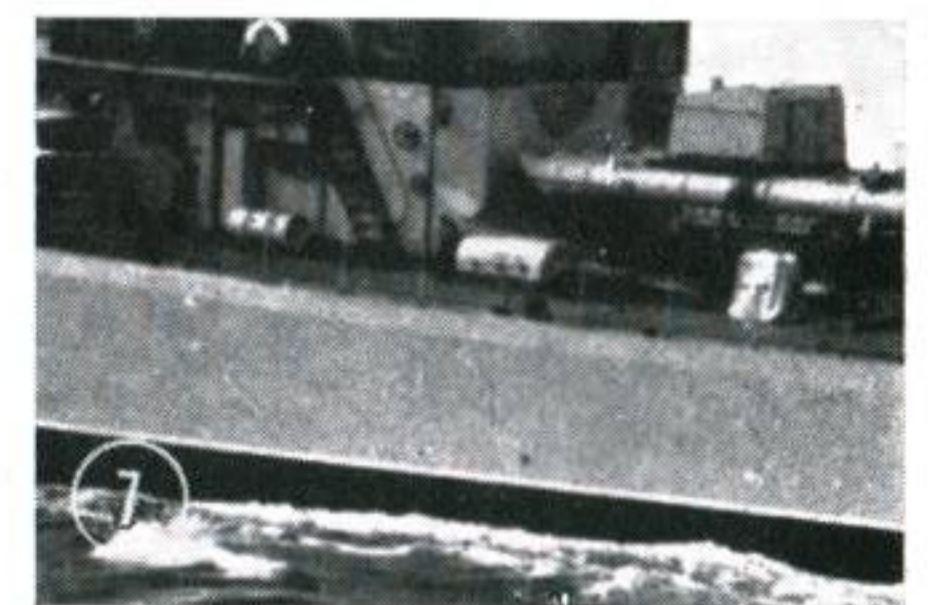
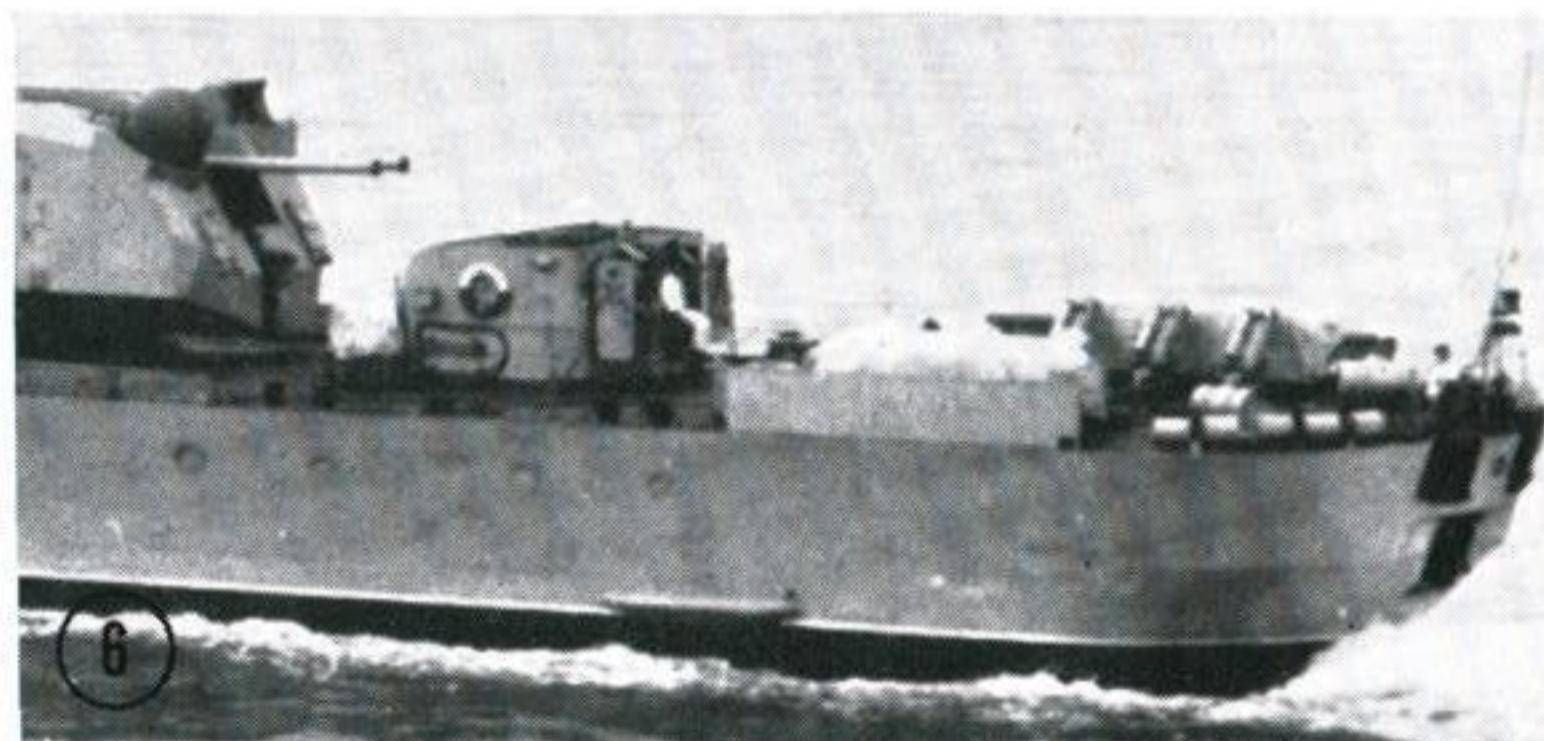
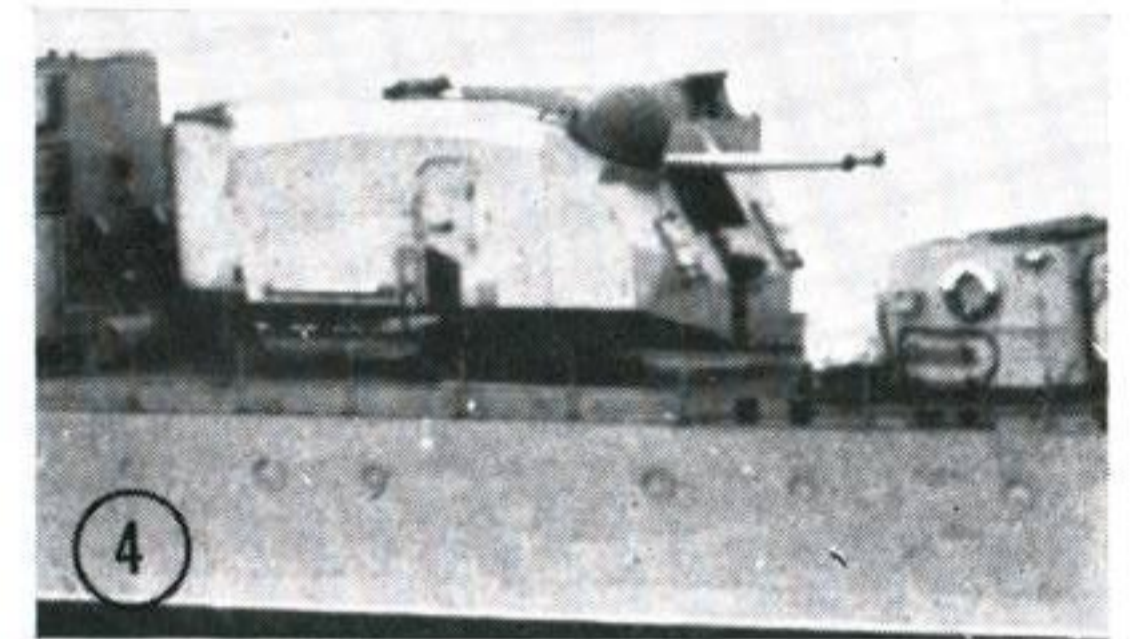
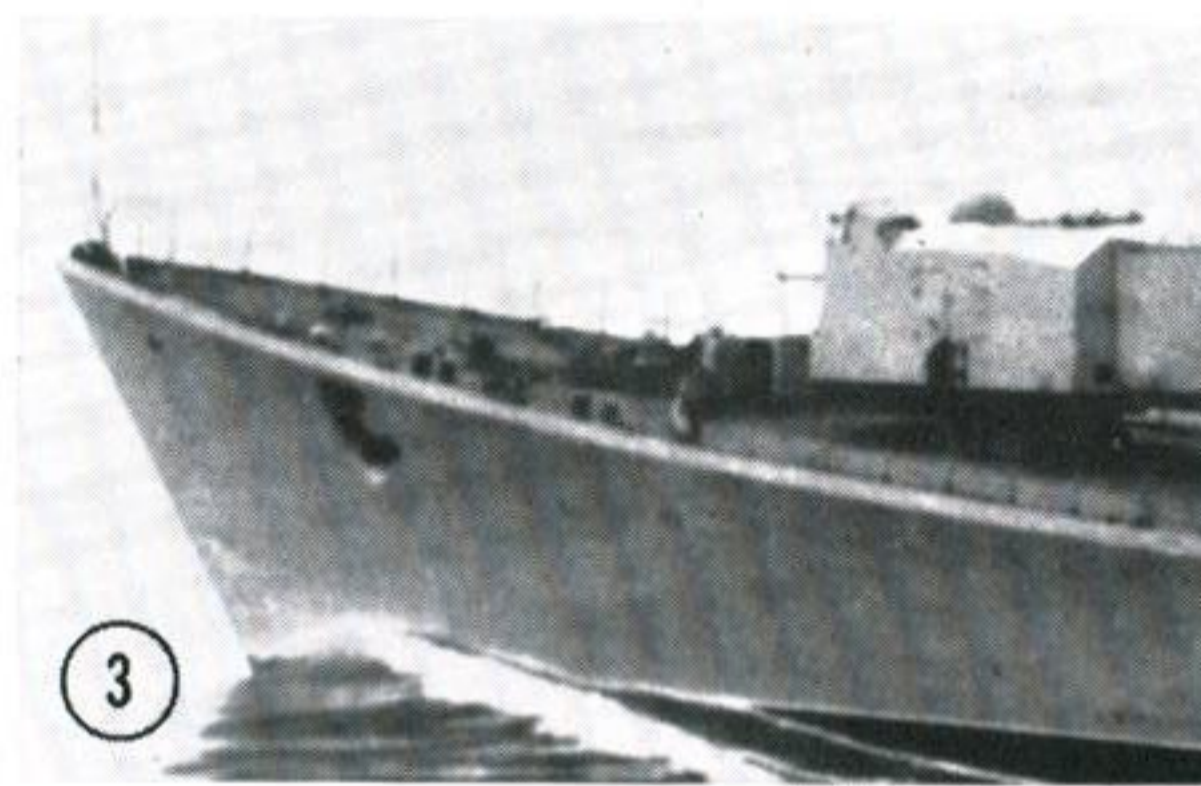
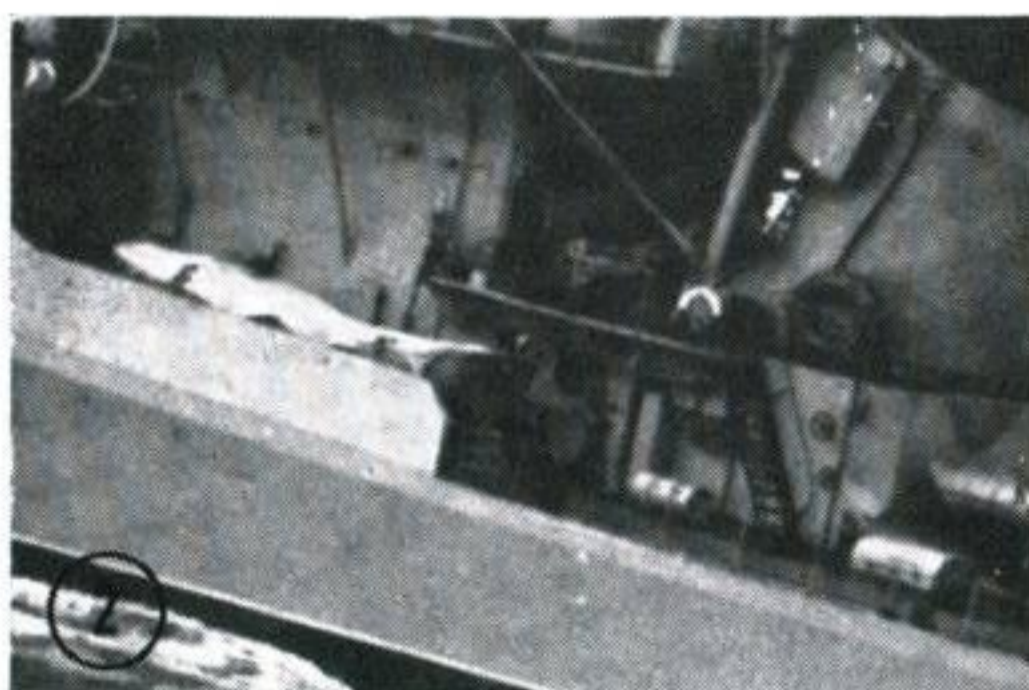
THIS handsome flush-decked vessel is said —by the experts

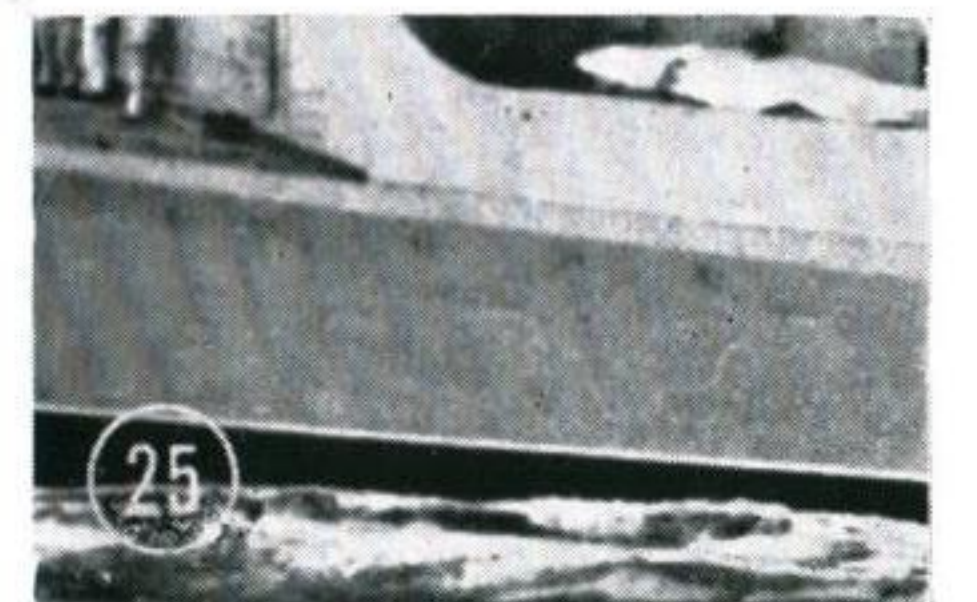
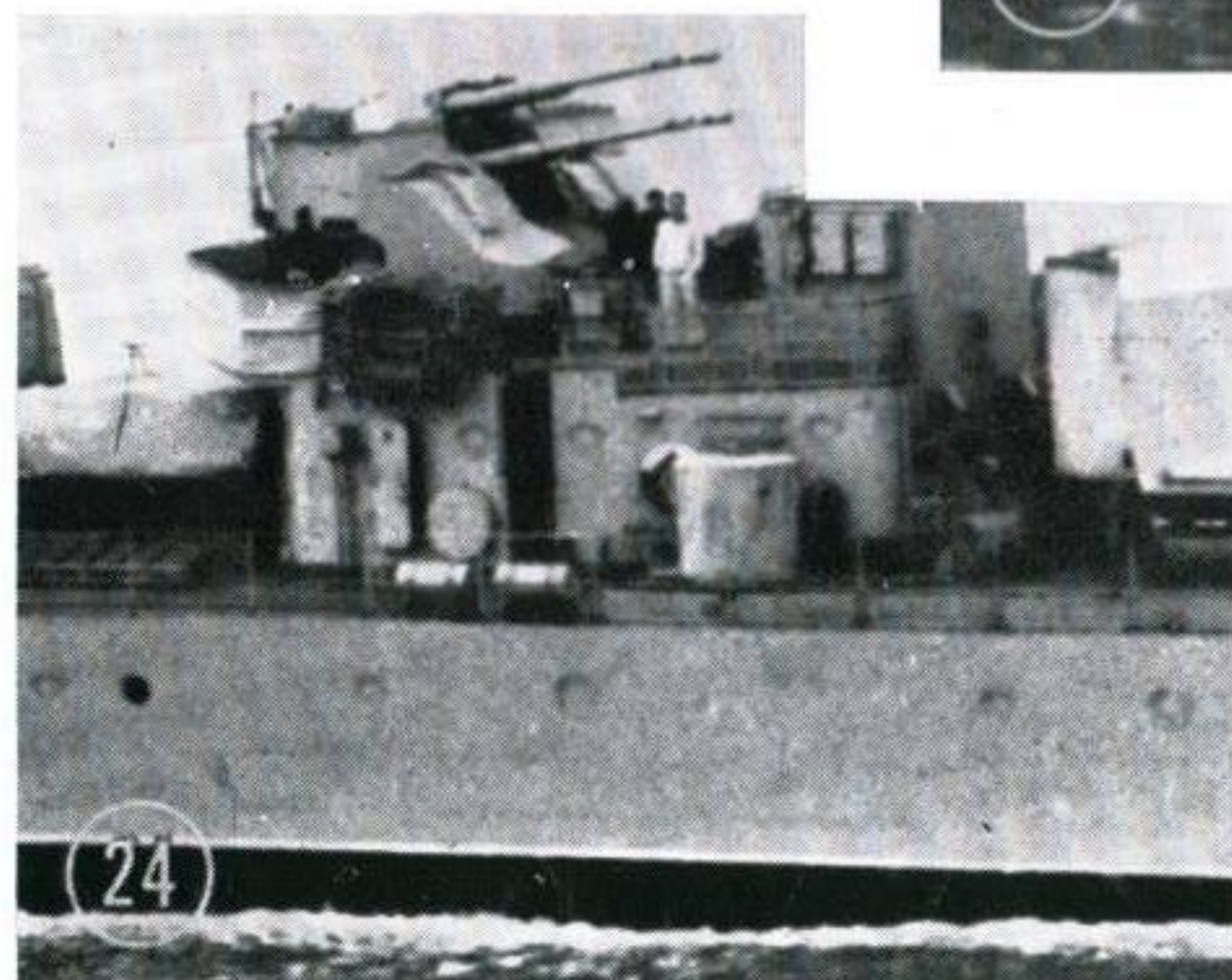
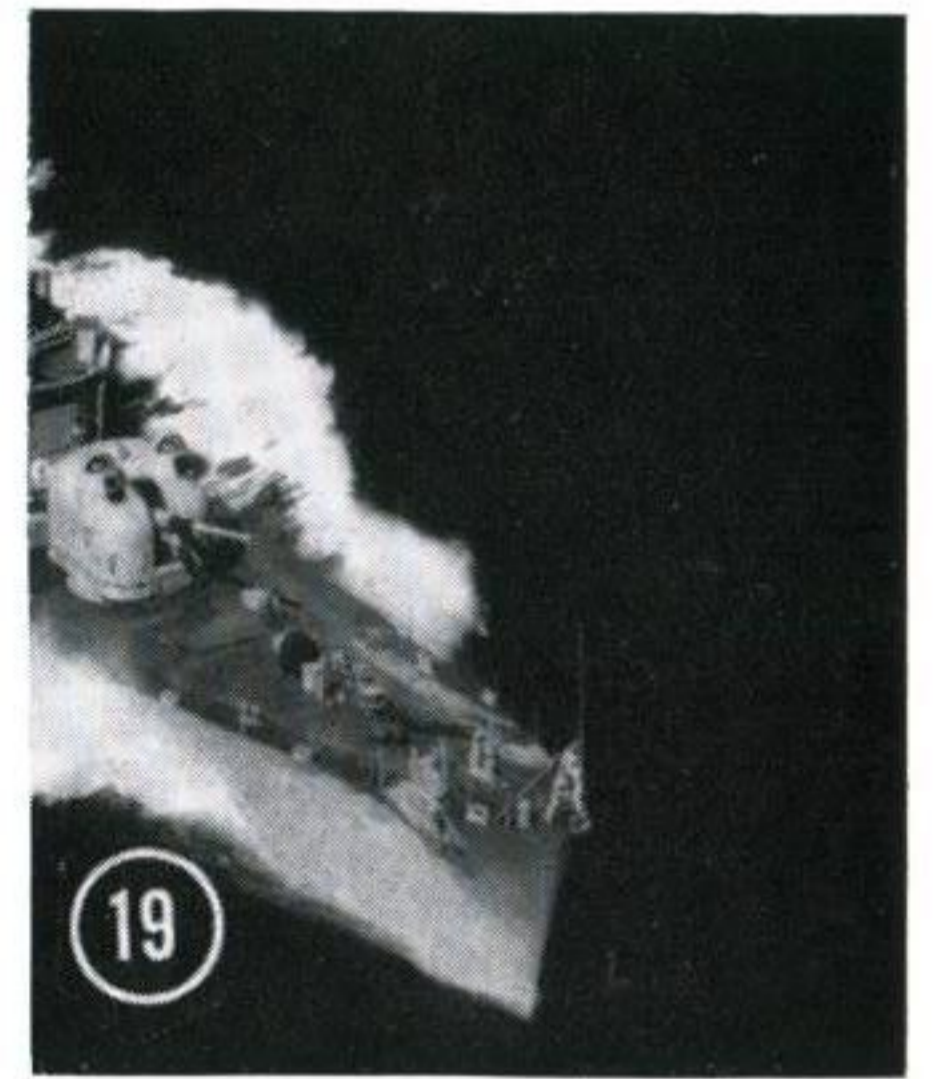
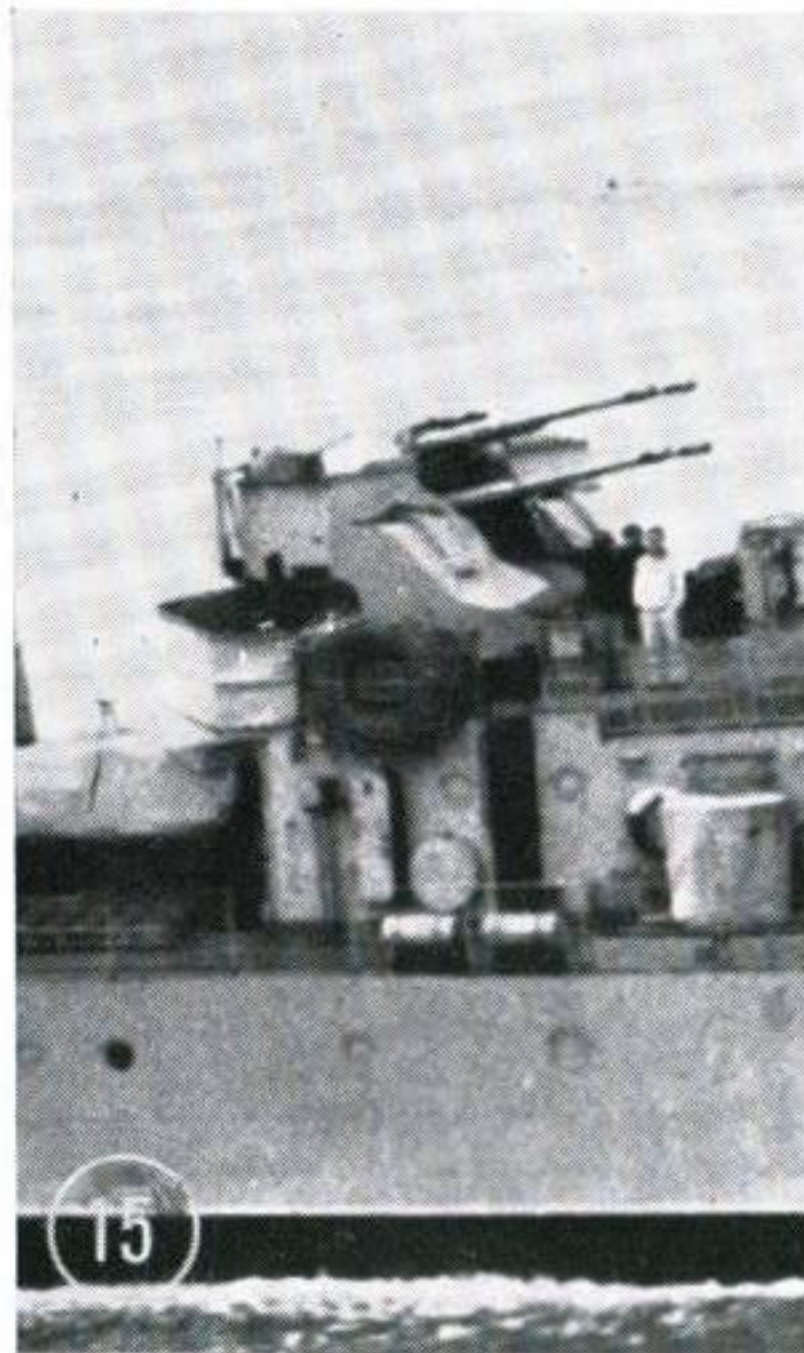
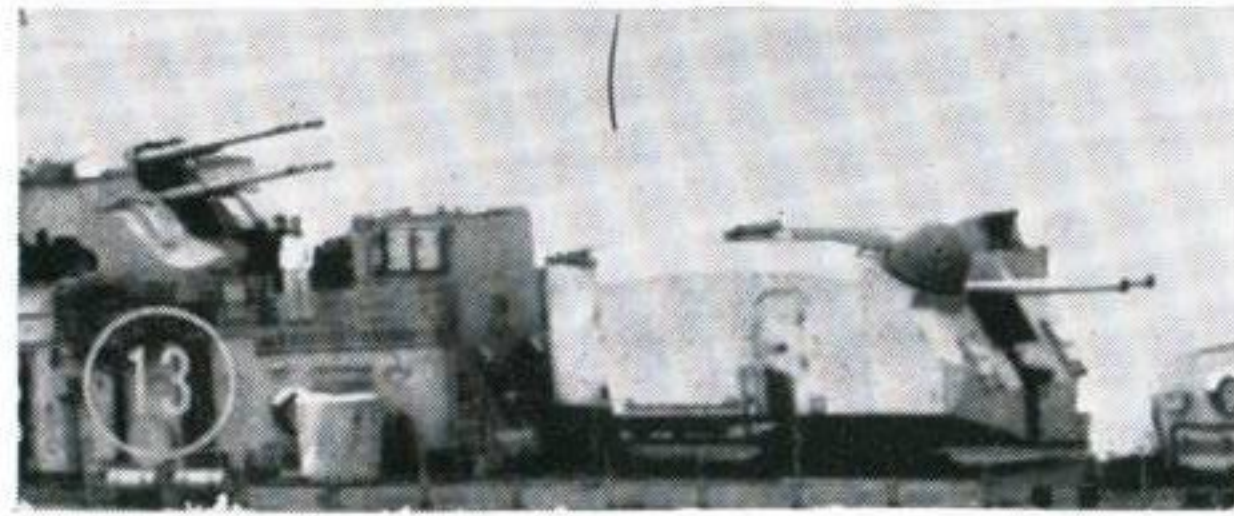
—to be easy to identify—and they will tell you why. But most of us are not experts so we must train to identify it. Good experience of this fleet destroyer can be obtained by carrying out the proper training procedure—see page 163—which tells you how to work your way through the target views below. Keep a lookout posted for jokers. You will find a check list on the cover; but don't use it till you've produced your own from the targets.

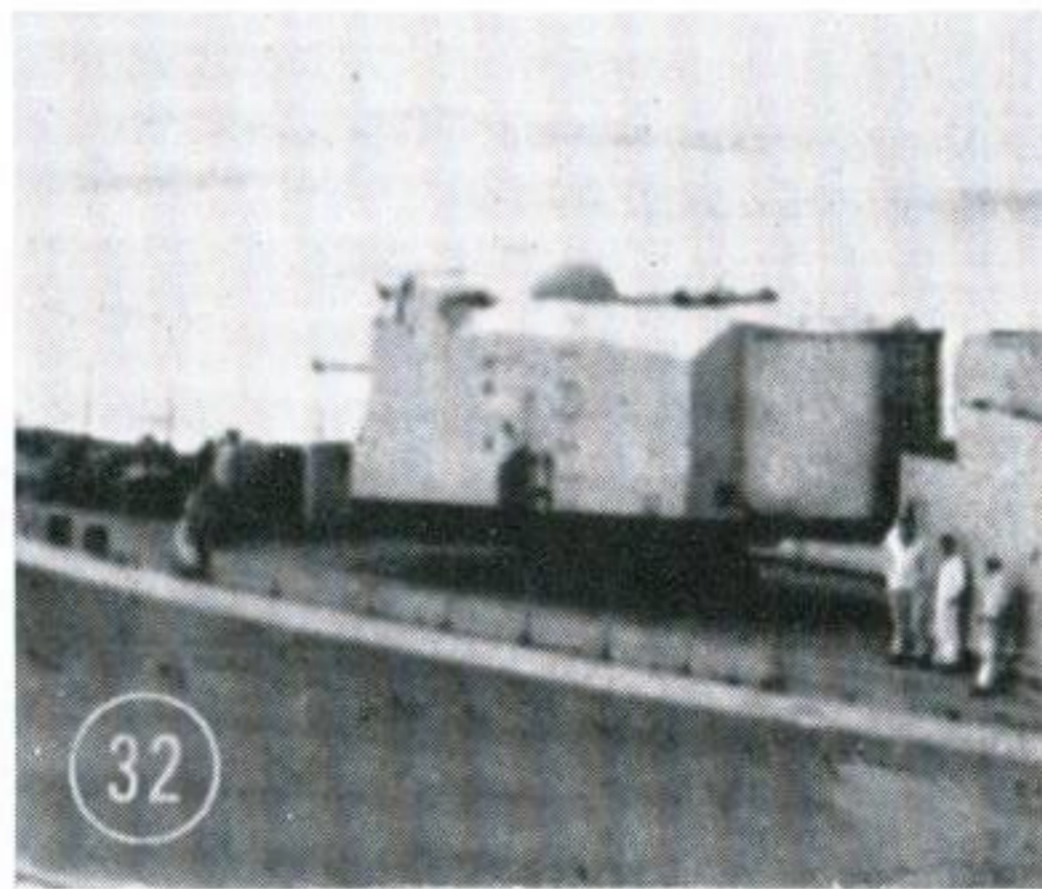
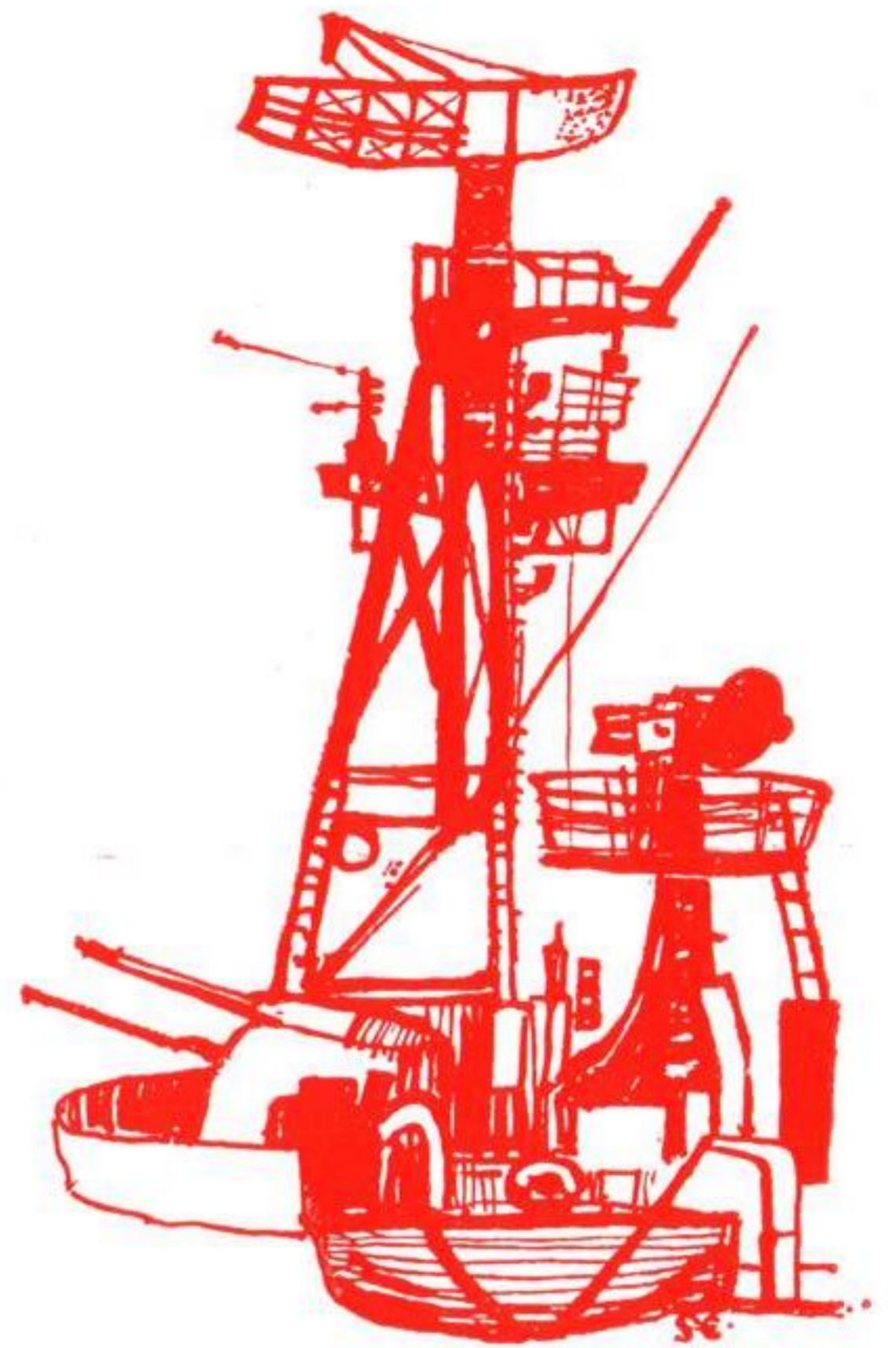
Targets start here



Photos by courtesy of Skyfotos Ltd.







Photos by courtesy of Skyfotos Ltd.

In The Air

Amphibians in the Air

Grumman Mallard

Altogether 61 of these ten-seater commercial amphibians were built and about 50 are still in use.

Piaggio P.136-L

One of the 23 P.136-Ls of the Italian Air Force is depicted here, but many more are in civil use and in America it is marketed as the Trecker Gull.

FN-333 Riviera

Now in production in Italy by SIAI-Marchetti, under licence from Nordi, is the Riviera four-seat amphibian.



briefs

a collection of items of news and interest.



Zip-on Floats

Hiller's have introduced new zip-on floats that can be fitted on to the normal skid-type undercarriage. The skids, as can be seen on this Hiller E4 helicopter, come below the floats so that landings can be made on the ground without damaging the flotation gear.

Tanks 500

Structurally based on the Boeing 707 is the KC-135A Stratotanker. Indicative of the quantity of these tanker/transports in use is this picture of the recent handing-over ceremony of the 500th to Strategic Air Command.

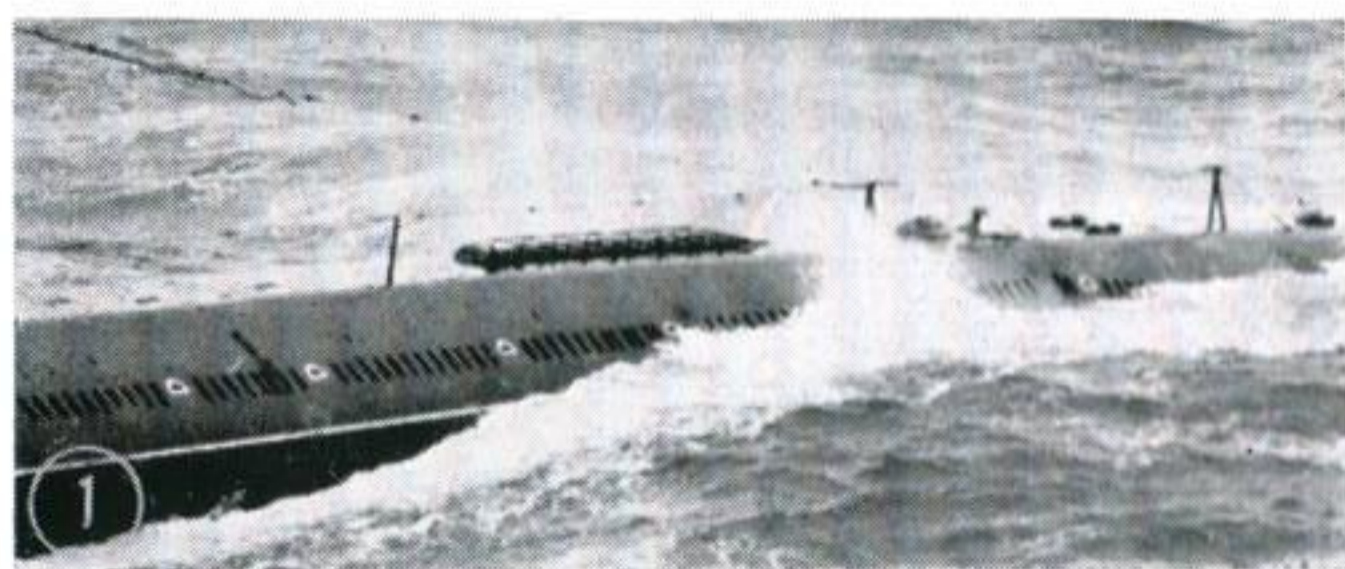


Canadair Forty Four

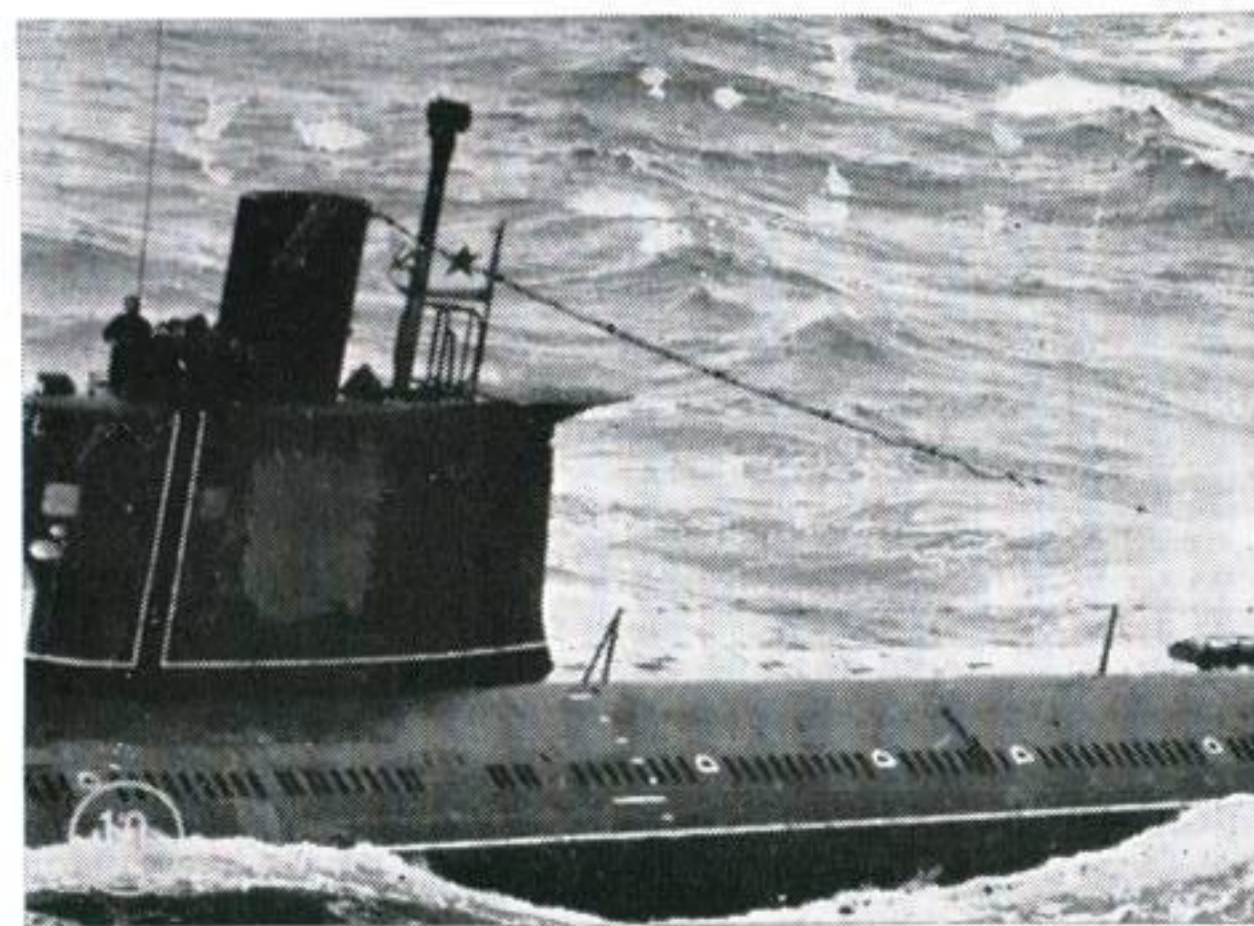
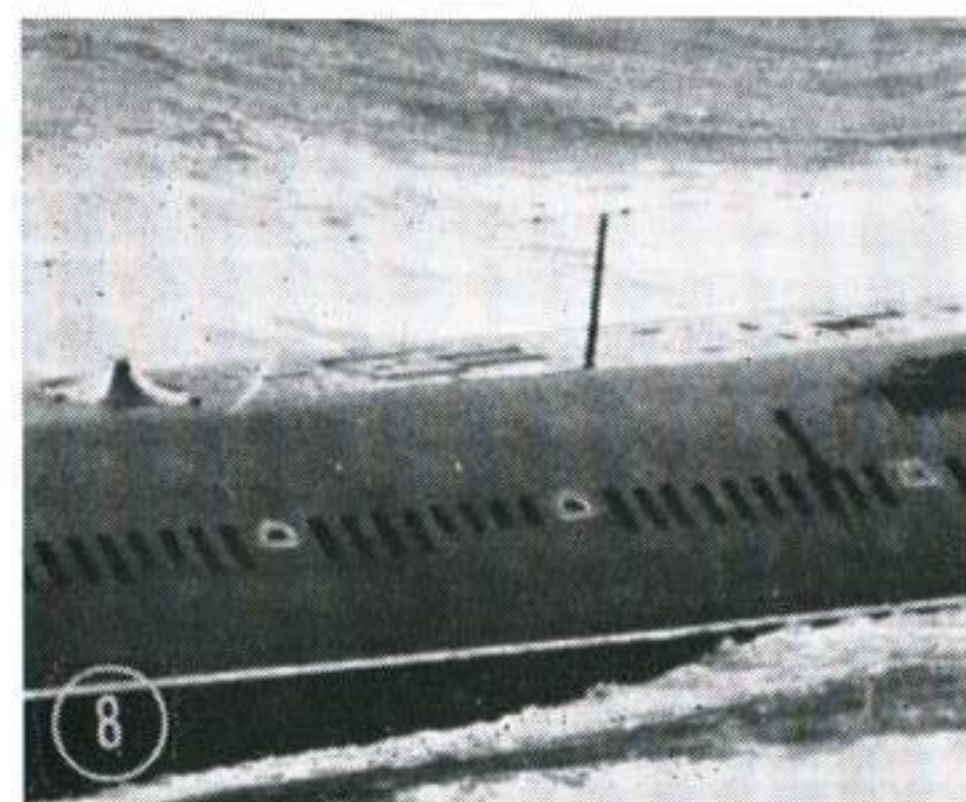
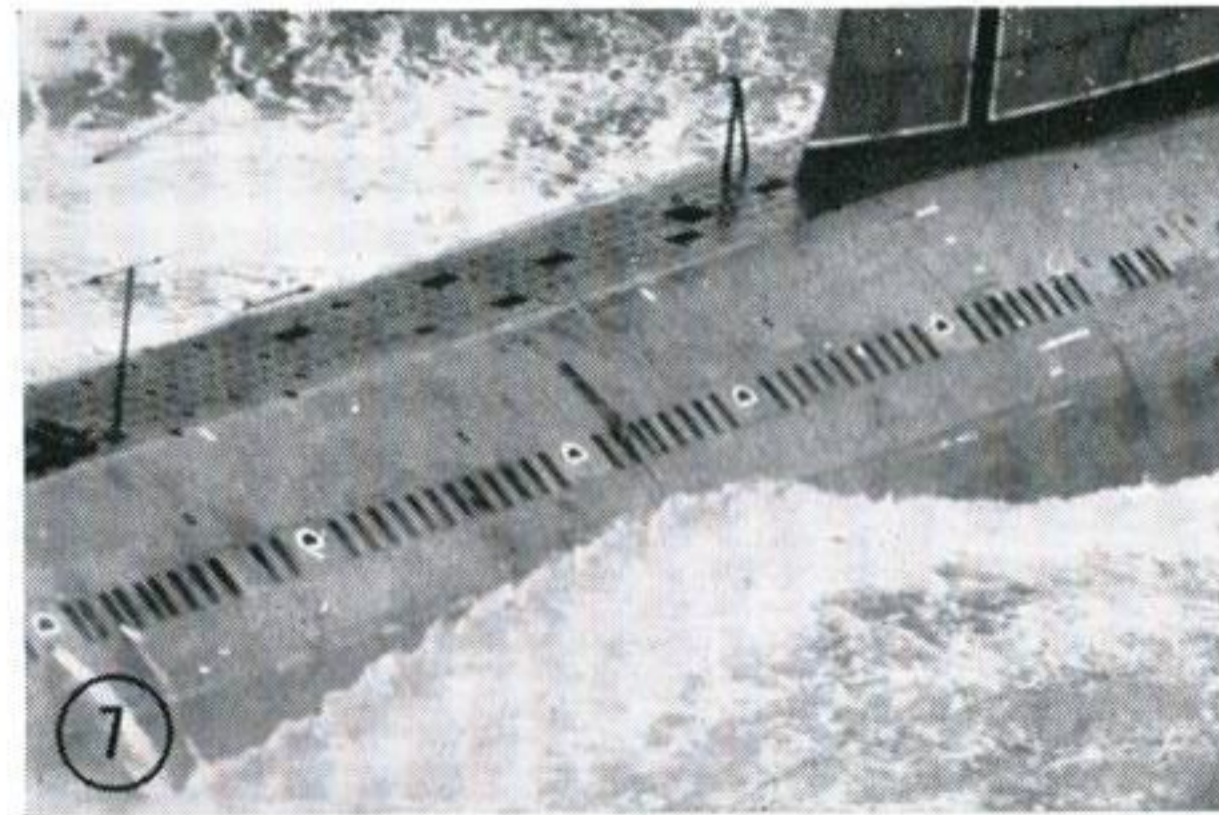
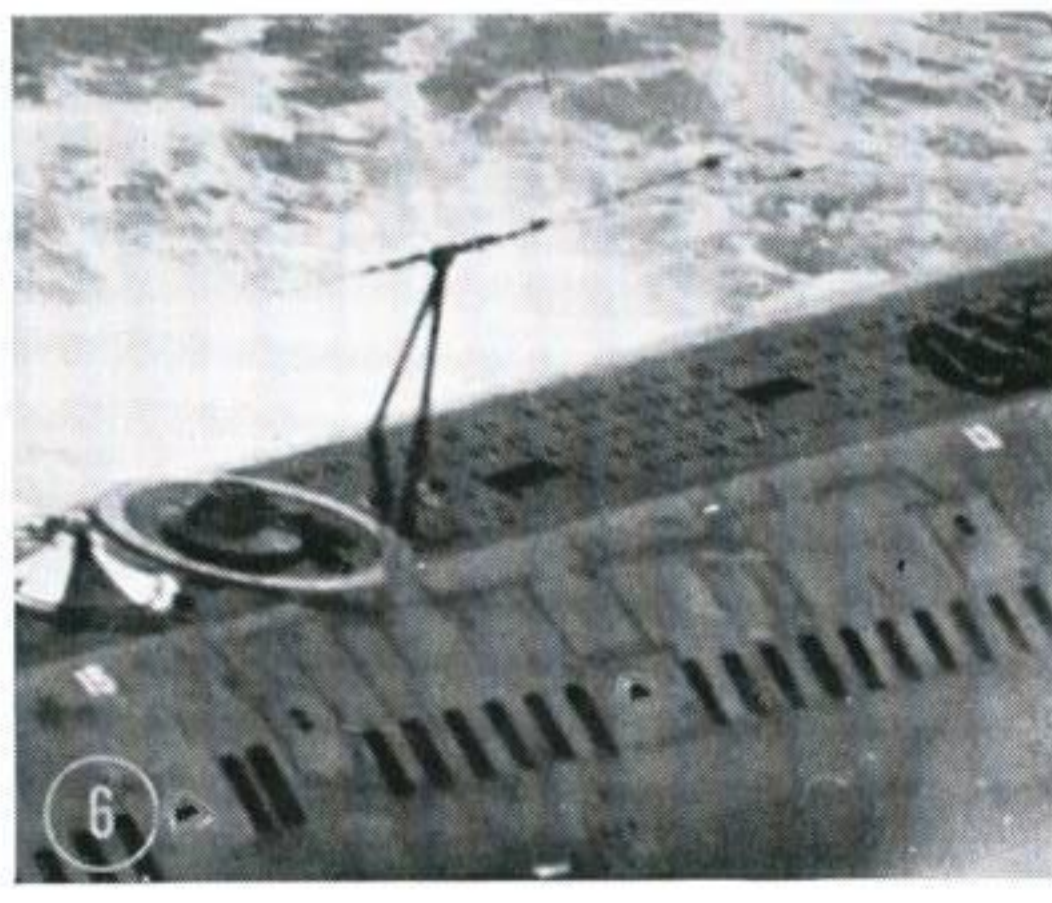
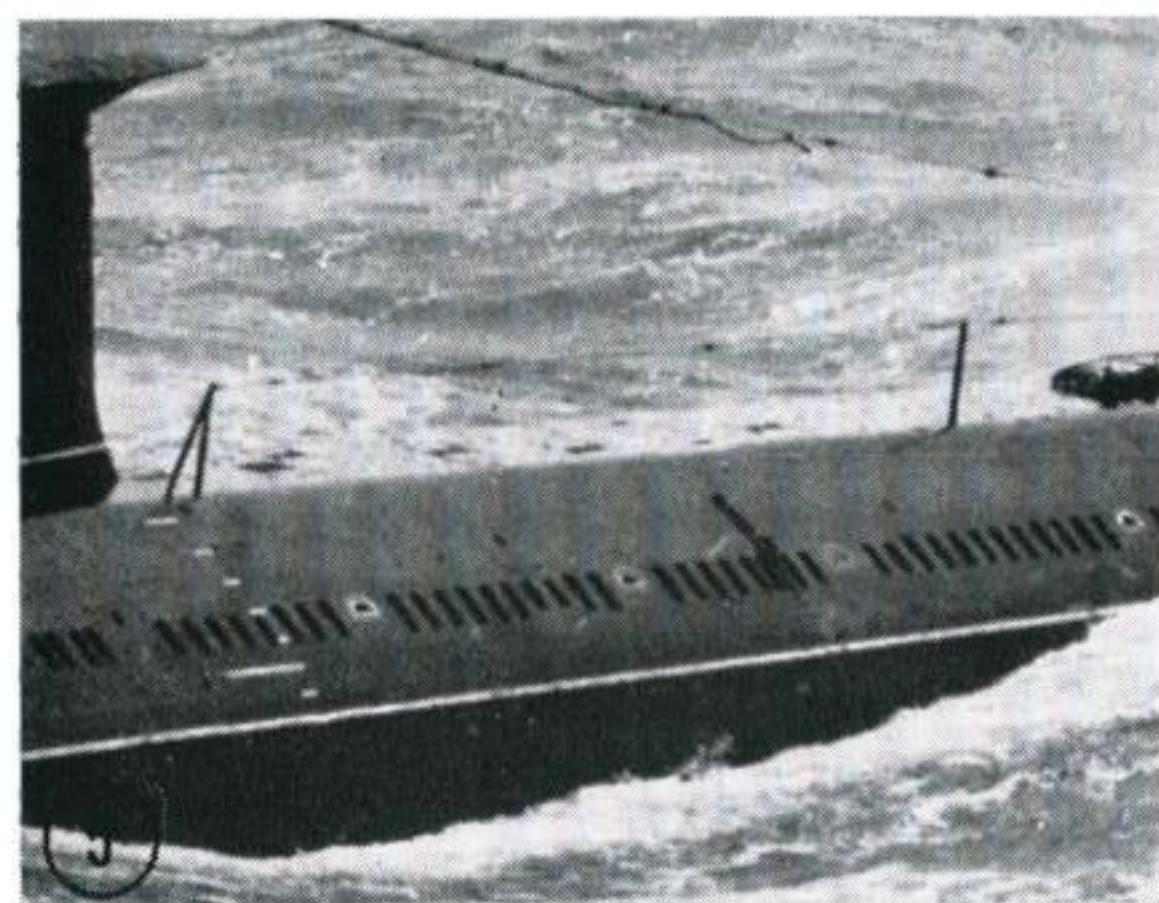
Slick Airways are the third airline to operate this Canadian-built Canadair CL-44 which is the world's first long-range transport to feature a swing-tail. The housings for the actuating gear of the rear of the fuselage (starboard side) present a helpful identification characteristic.



WARSHIPS OF THE U.S.S.R.—
The "W" Class (Modified) Submarines

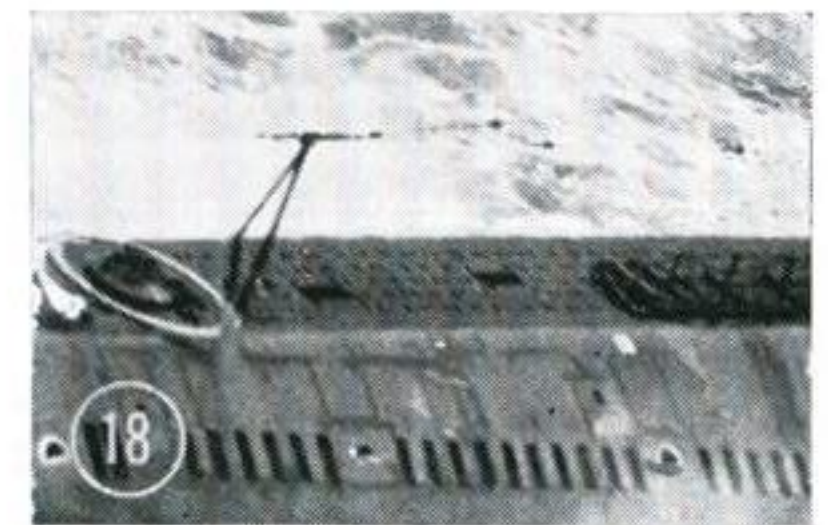
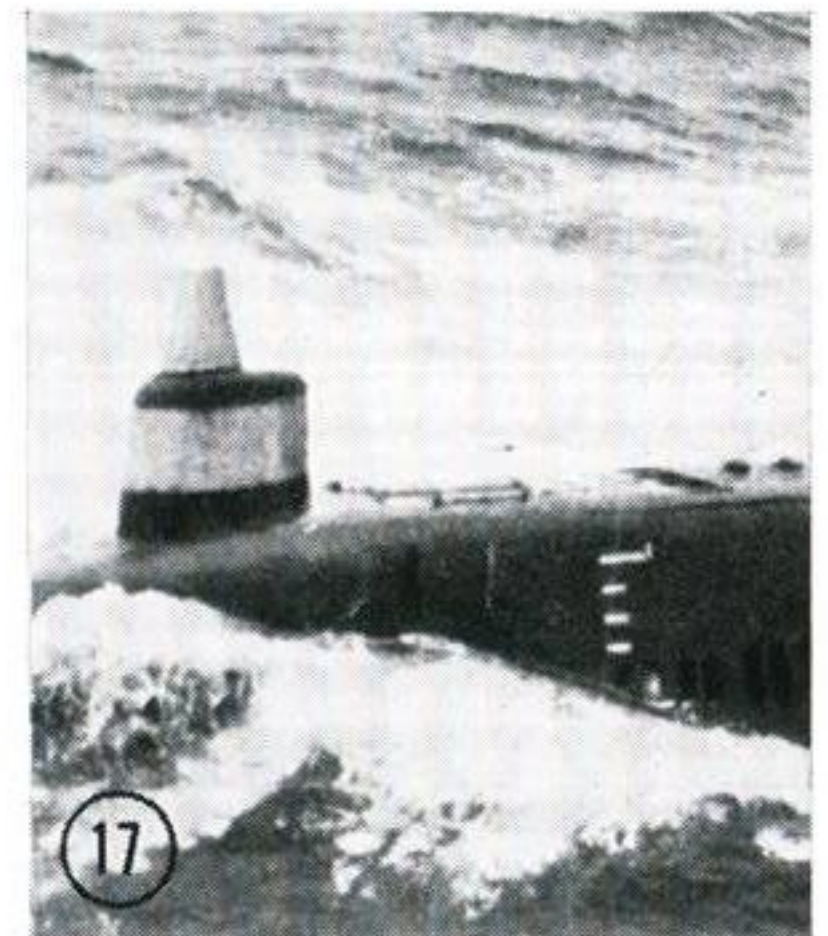
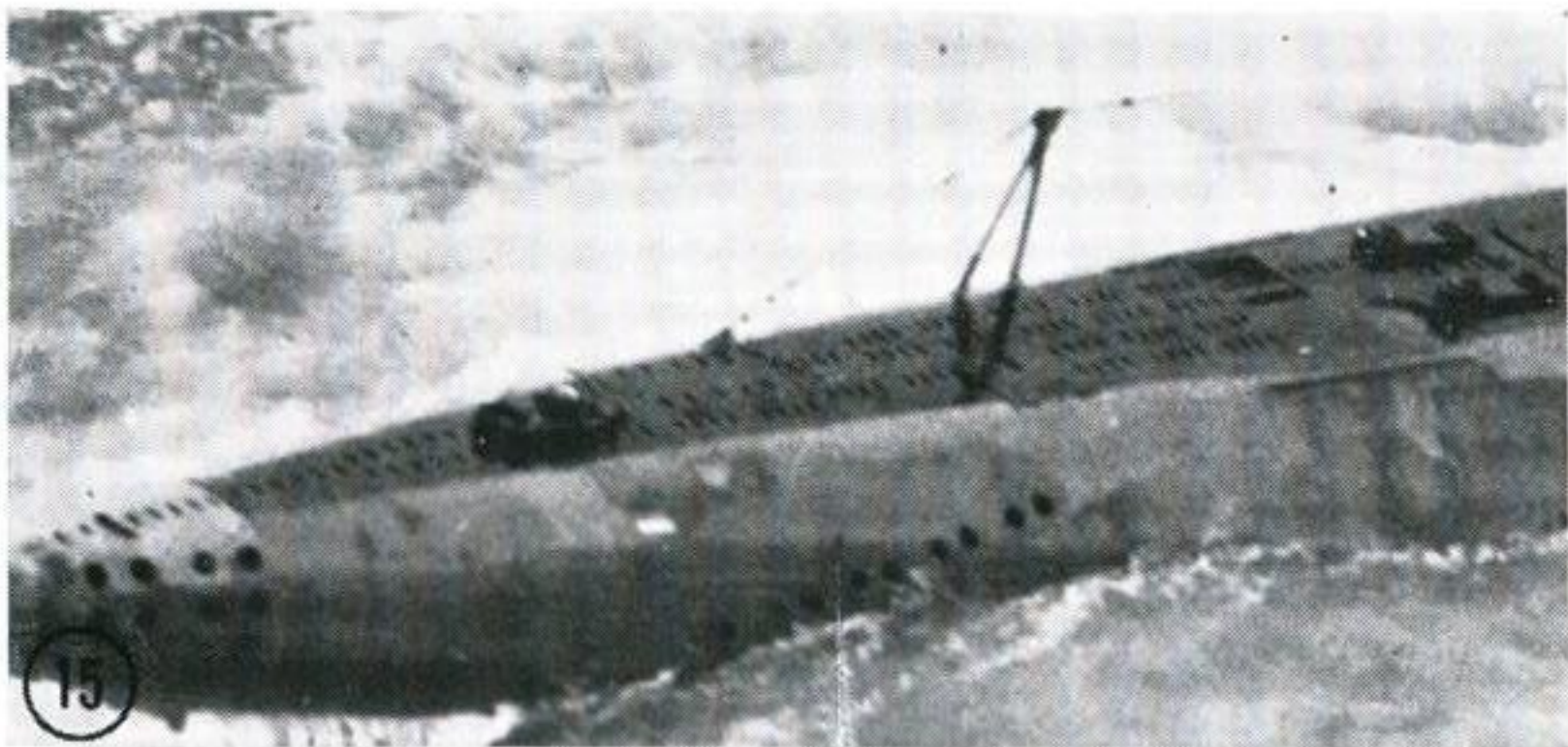
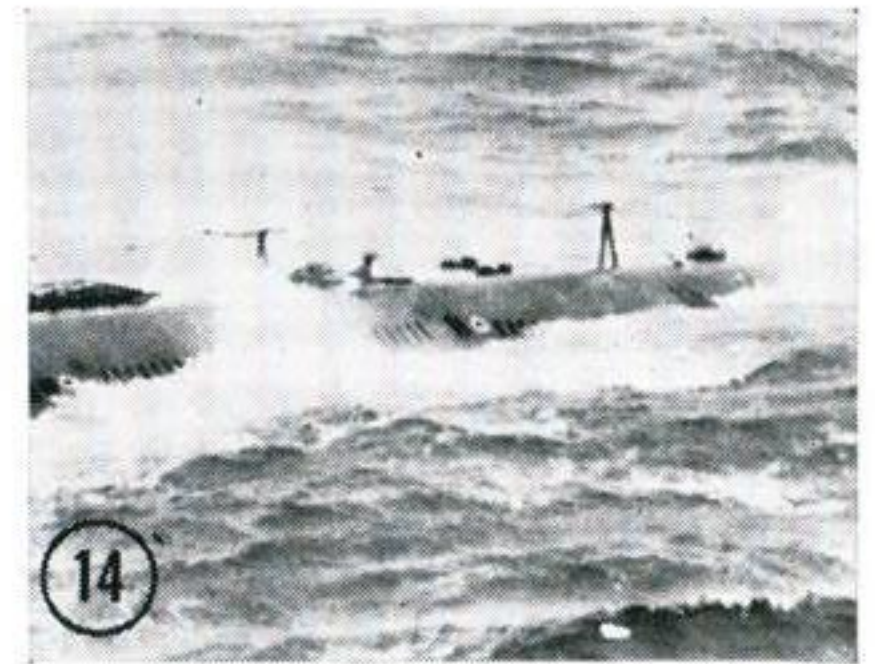
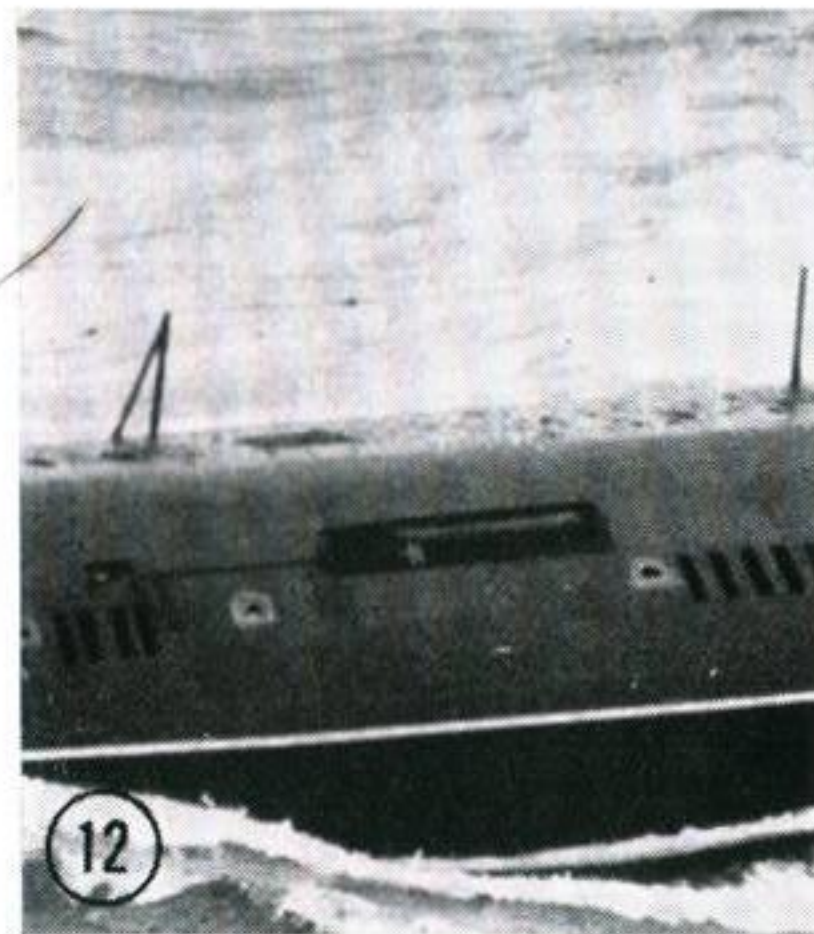


THE two views at the top of these pages are typical of the modified Soviet "W" class submarine. What you have to do is to decide whether the target pictures beneath are all of the same vessel. It is probably pretty clear that target number 13 is, but can you be certain about all the others? Take each target view—in any order you please—and carefully compare it with both key views above, and if you are certain that it is a modified "W," write the name "W" (mod.) on your target list. When you have a complete list you will find a check list on the cover.

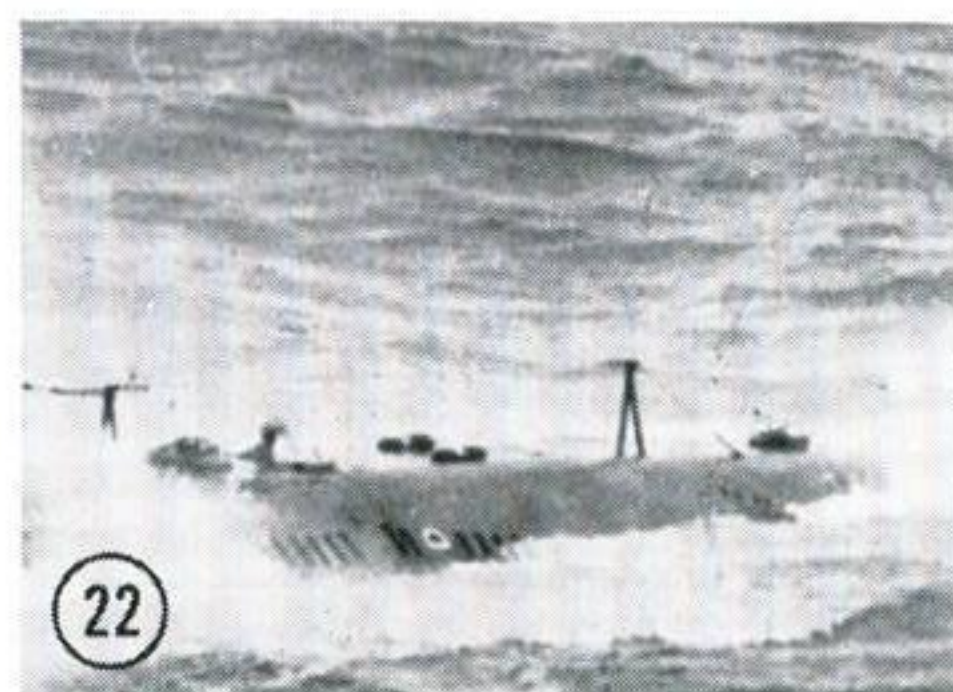
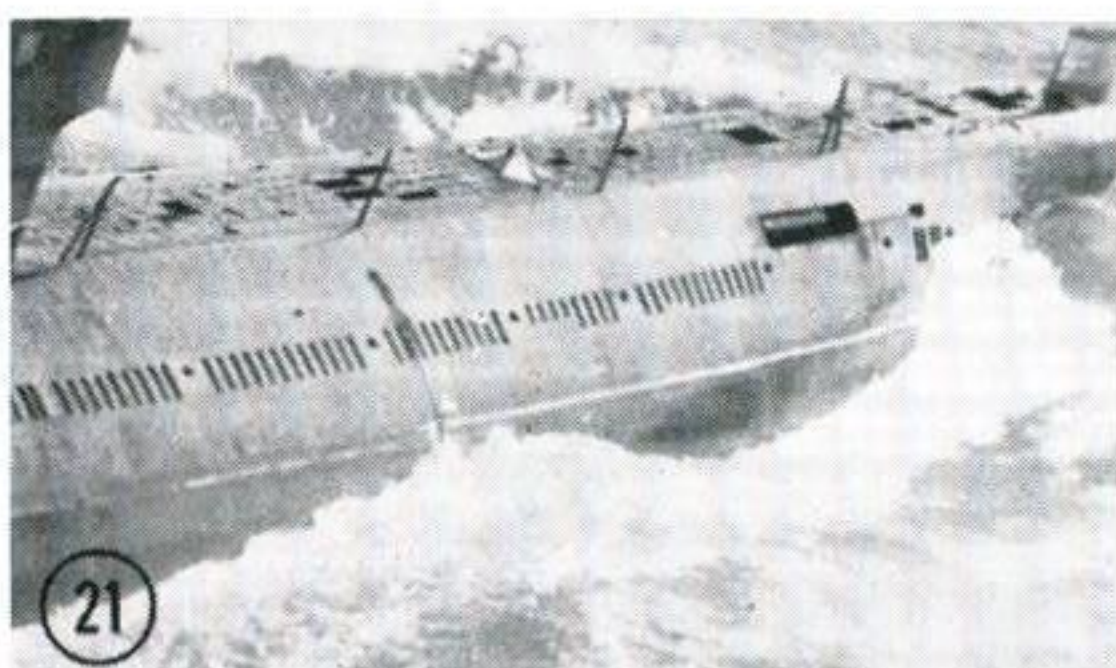
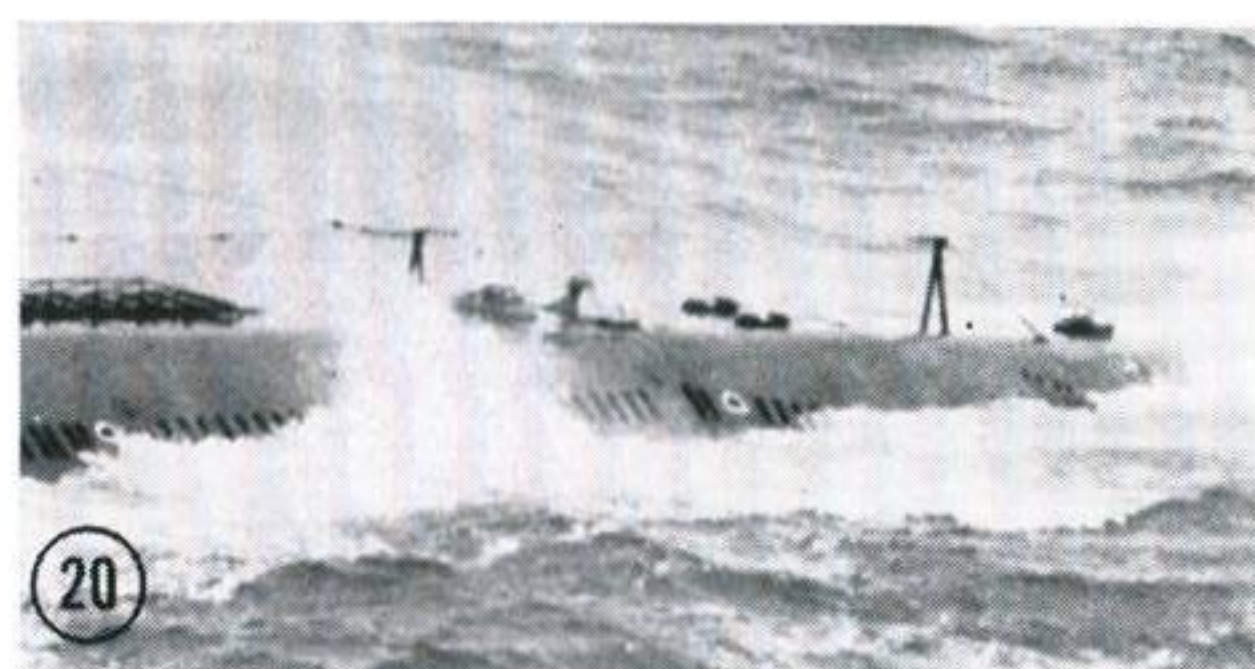
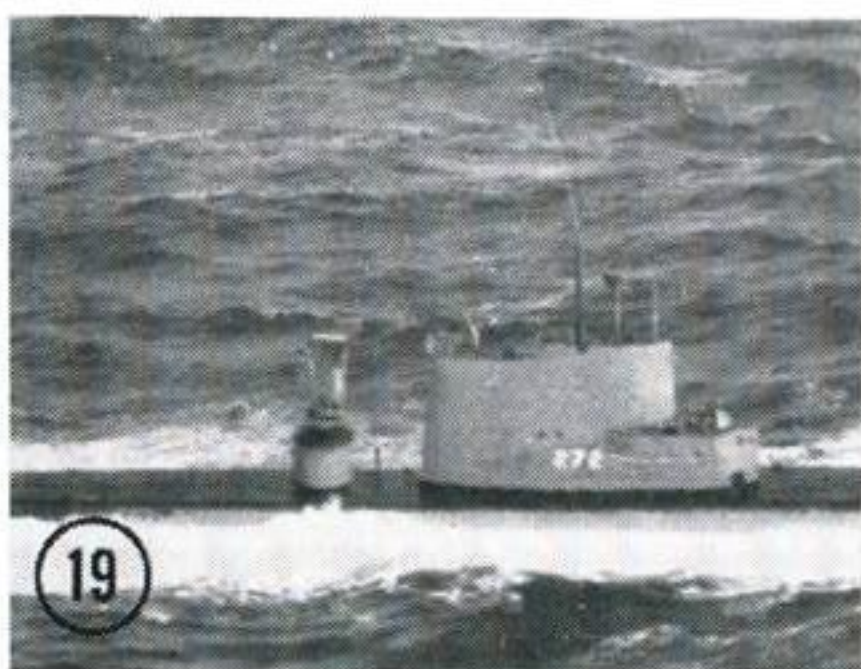


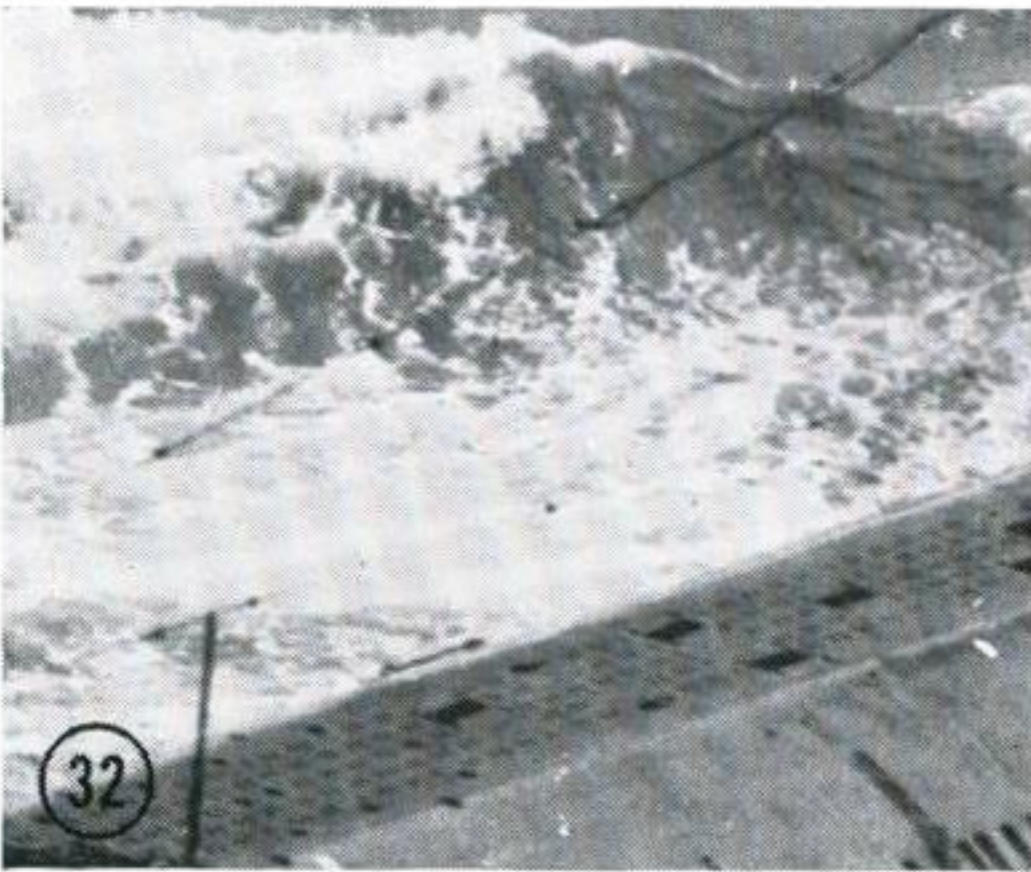
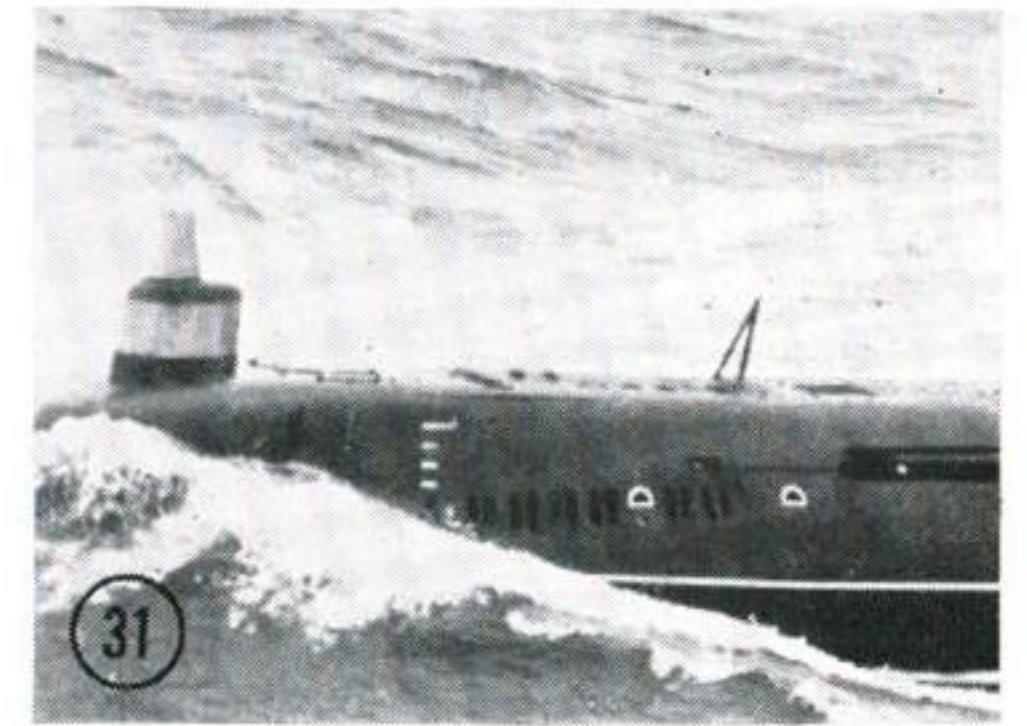
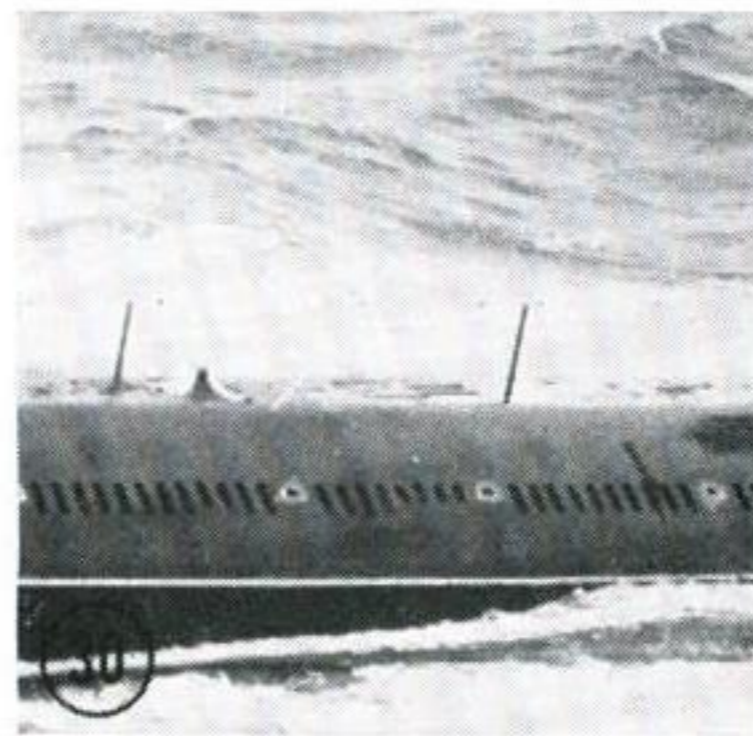
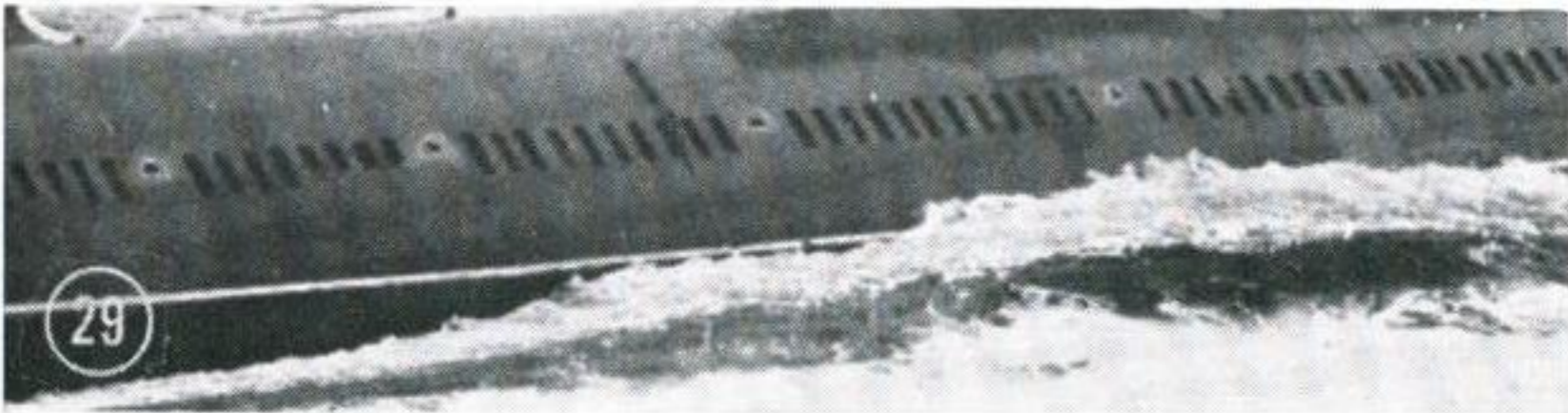
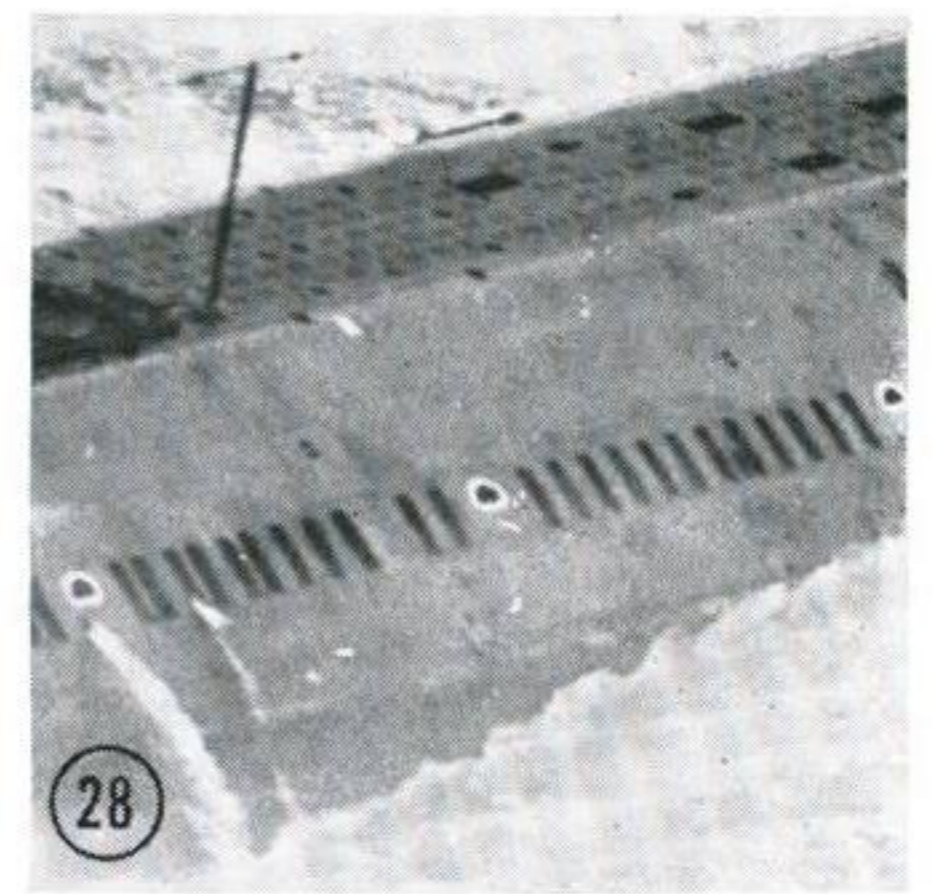
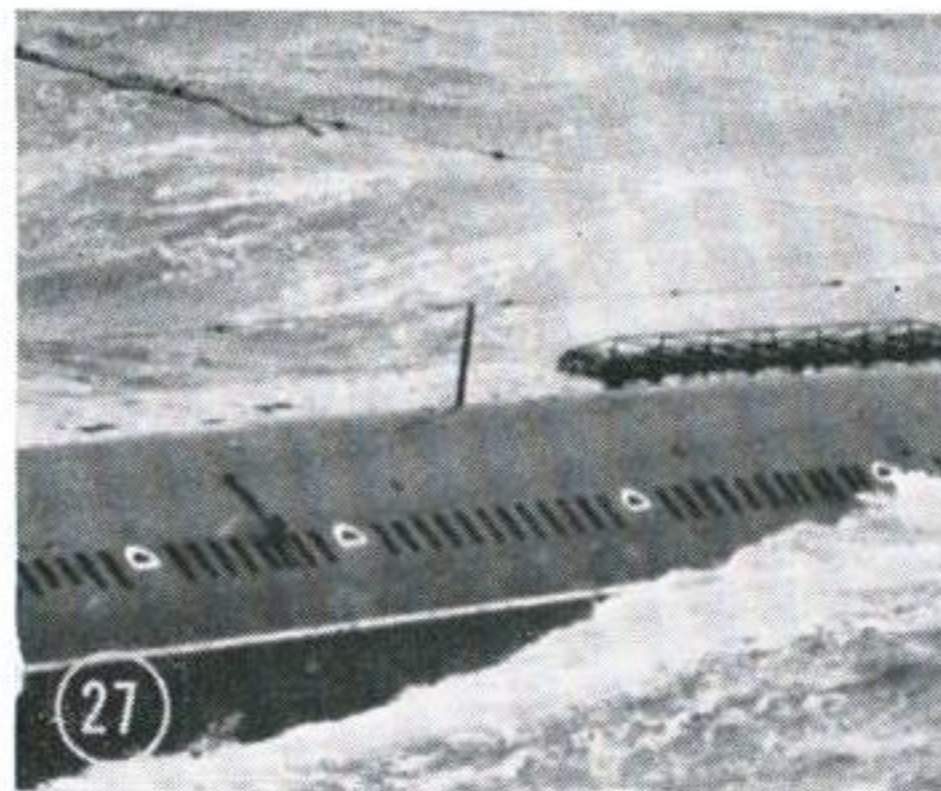
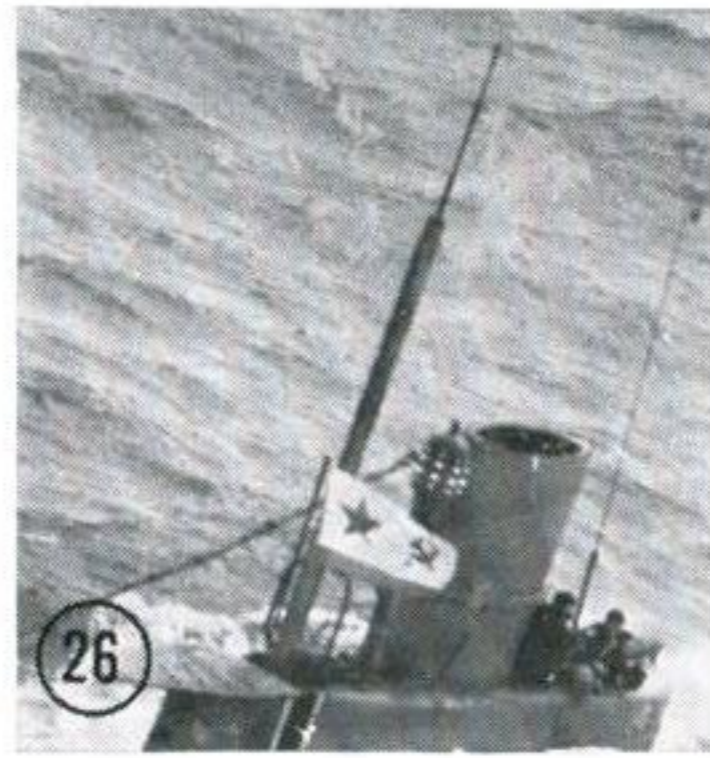
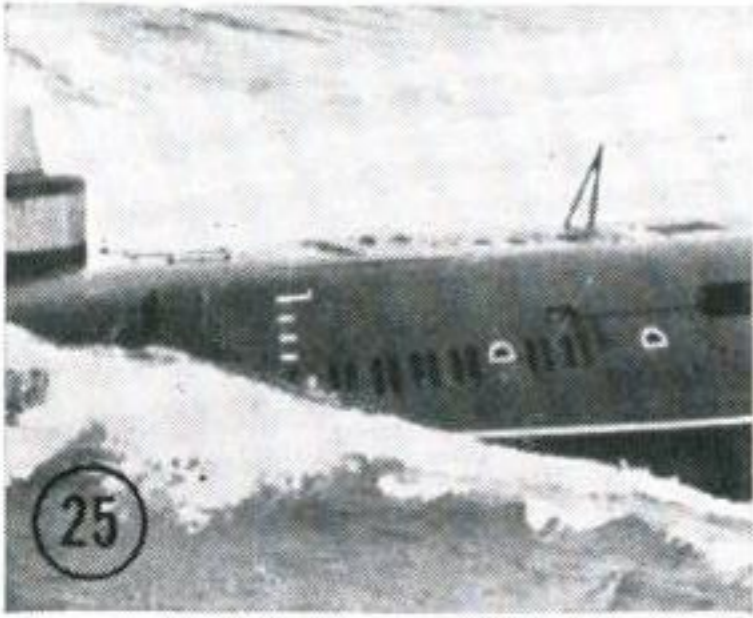


According to press reports Russia has some 500 effective submarines

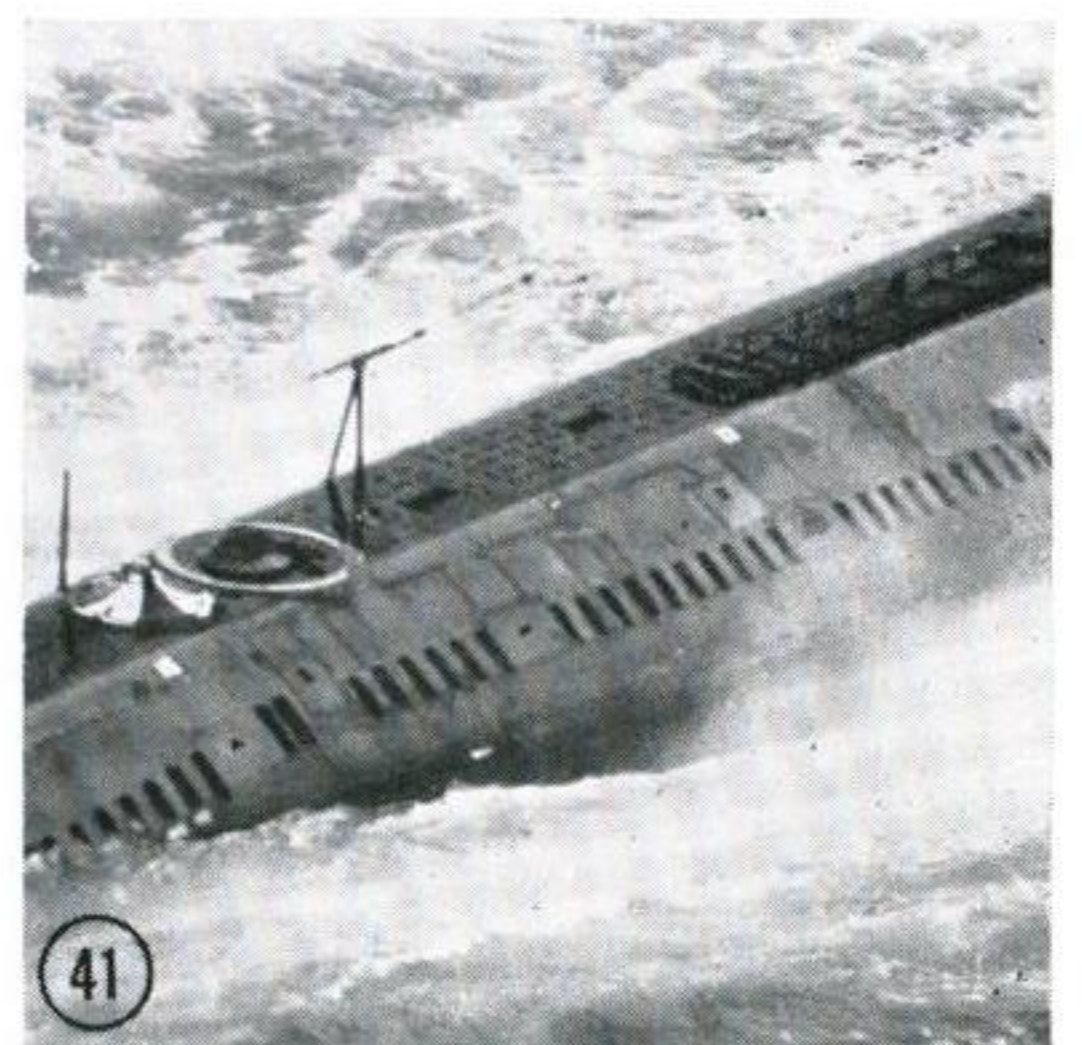
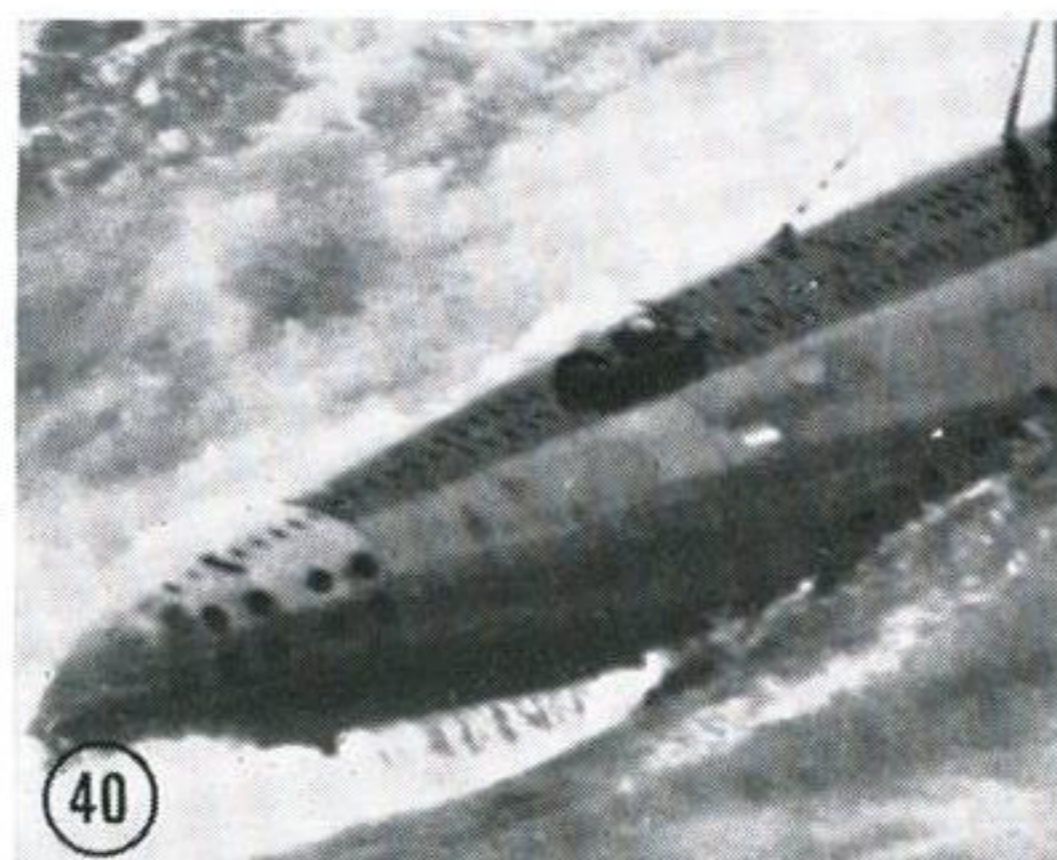
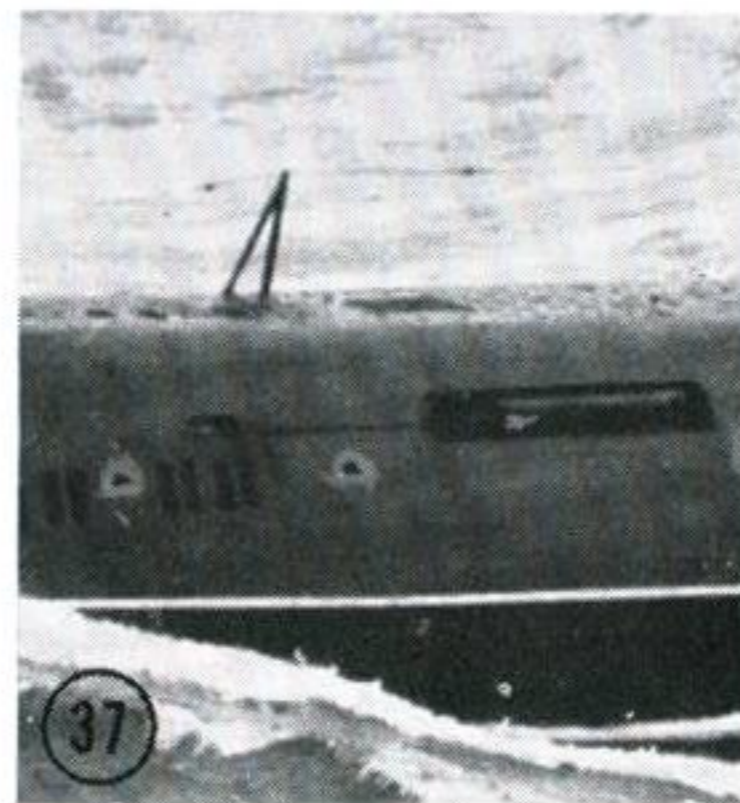
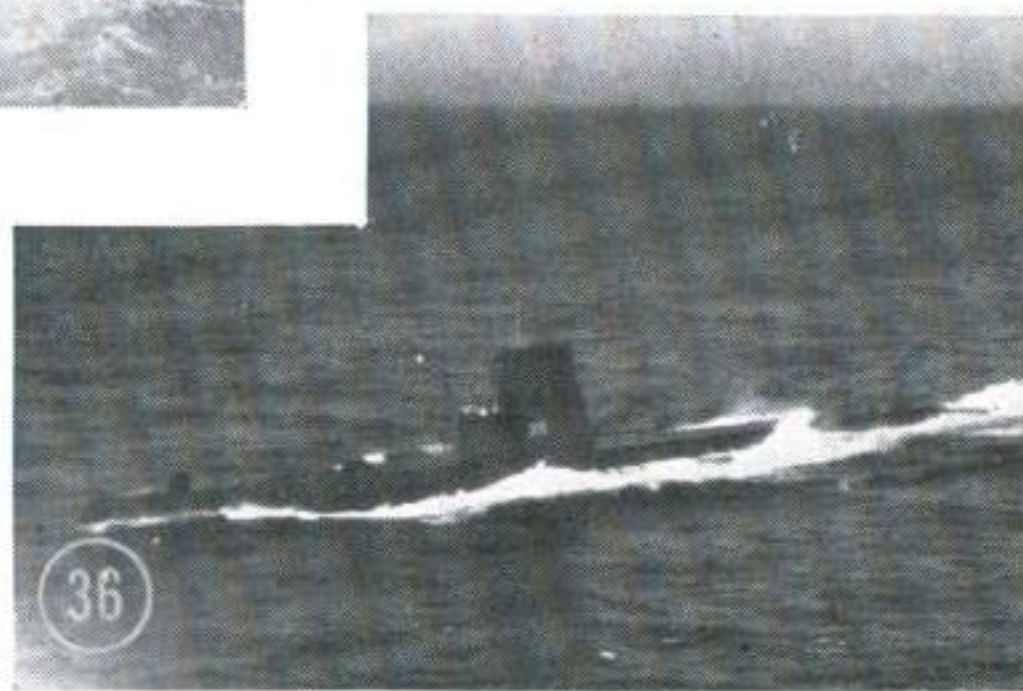
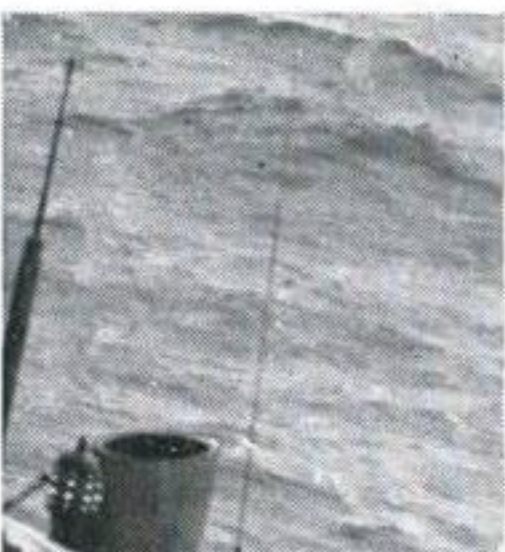
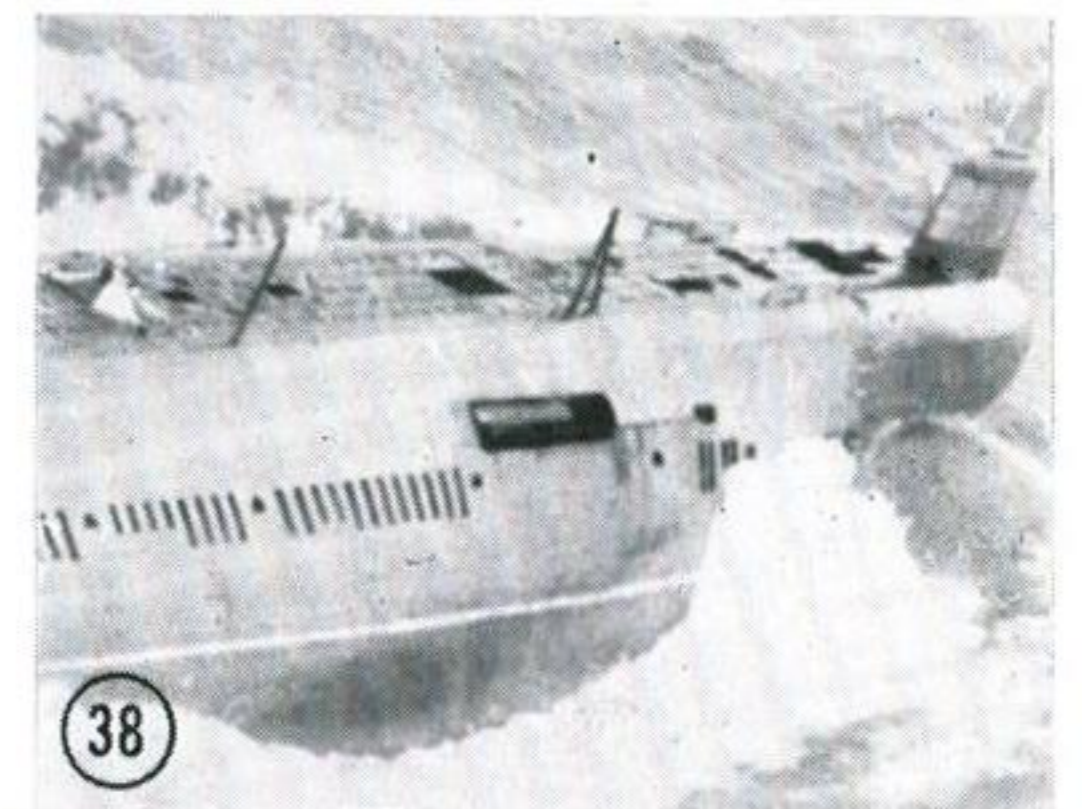
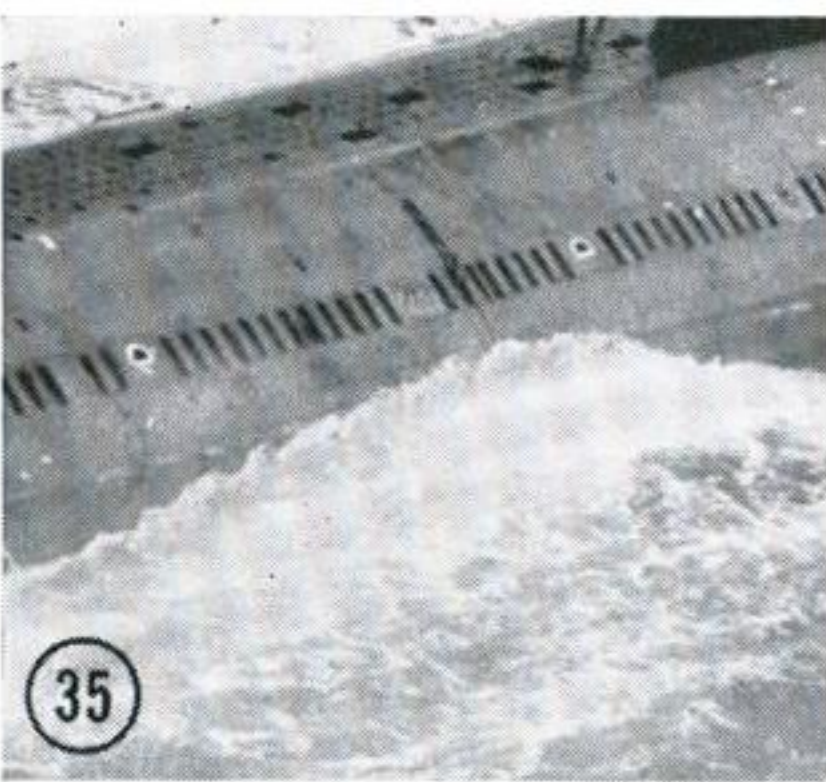
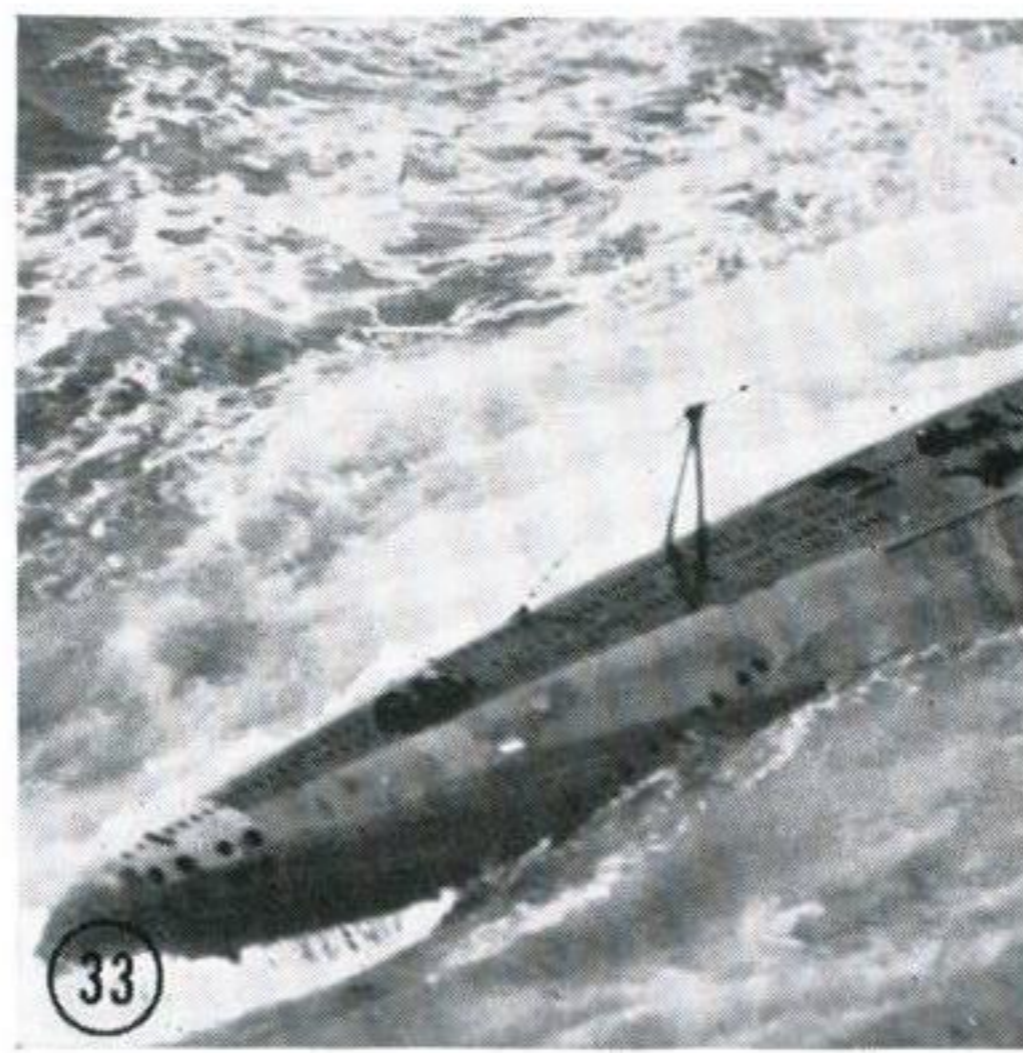


Photos by courtesy of Skyfotos Ltd.





Photos by courtesy of Skyfotos Ltd.



In Passing...

20 Years Ago

Just 20 years ago, the Inter-Services Sub-Committee on Recognition Training, who were then pressing for the monthly production of an aircraft recognition journal, produced a basic training list of 146 aircraft as a guide to aircraft lessons. These covered British, American, German, Italian, Japanese and French types. Of these basic types, 20 are still flying in various forms as follows:—

Anson: Late marks still in R.A.F. service.

Argus: Few still flying as Fairchild 24s, including U.K.

Catalina: Still in military service in several countries.

Dakota: Widely used as civil and military transport.

Dominie: Example still used by F.A.A. Over 80 of the civil version D.H.89 Dragon Rapide still in use.

Firefly: T.T.4 with Indian Air Force.

Fortress: Special duty civil conversions: e.g. crop-spraying. Still used as bombers by Dominican Republic.

Goose: Still used particularly on rescue standby duties.

Heinkel He111: Spanish-built version still used by that country.

Hurricane: Last one produced, PZ865, maintained in flying condition.

Junkers Ju52/3m: In service with French and Spanish Air Forces as transport.

Lancaster: Few still operated by French Air Force and R.C.A.F.

Leopard Moth: One or two still flying.

Magister: Civilianised as Miles Hawk Trainer a number are still flying.

Mosquito: Some still used for target towing.

Mustang: Recent modifications to executive aircraft.

Oxford: Civil conversions to Consuls still used.

Proctor: Civilianised models still flying.

Sunderland: Few still used by French.

Spitfire: Few specially maintained in flying condition.

Taylorcraft: Forerunner of Auster of which a few still fly.

Tiger Moth: Still used in numbers throughout the world.



Lesson Instructions

To obtain the maximum benefit from the training devices published in this *Journal*, the following procedure should be adopted.

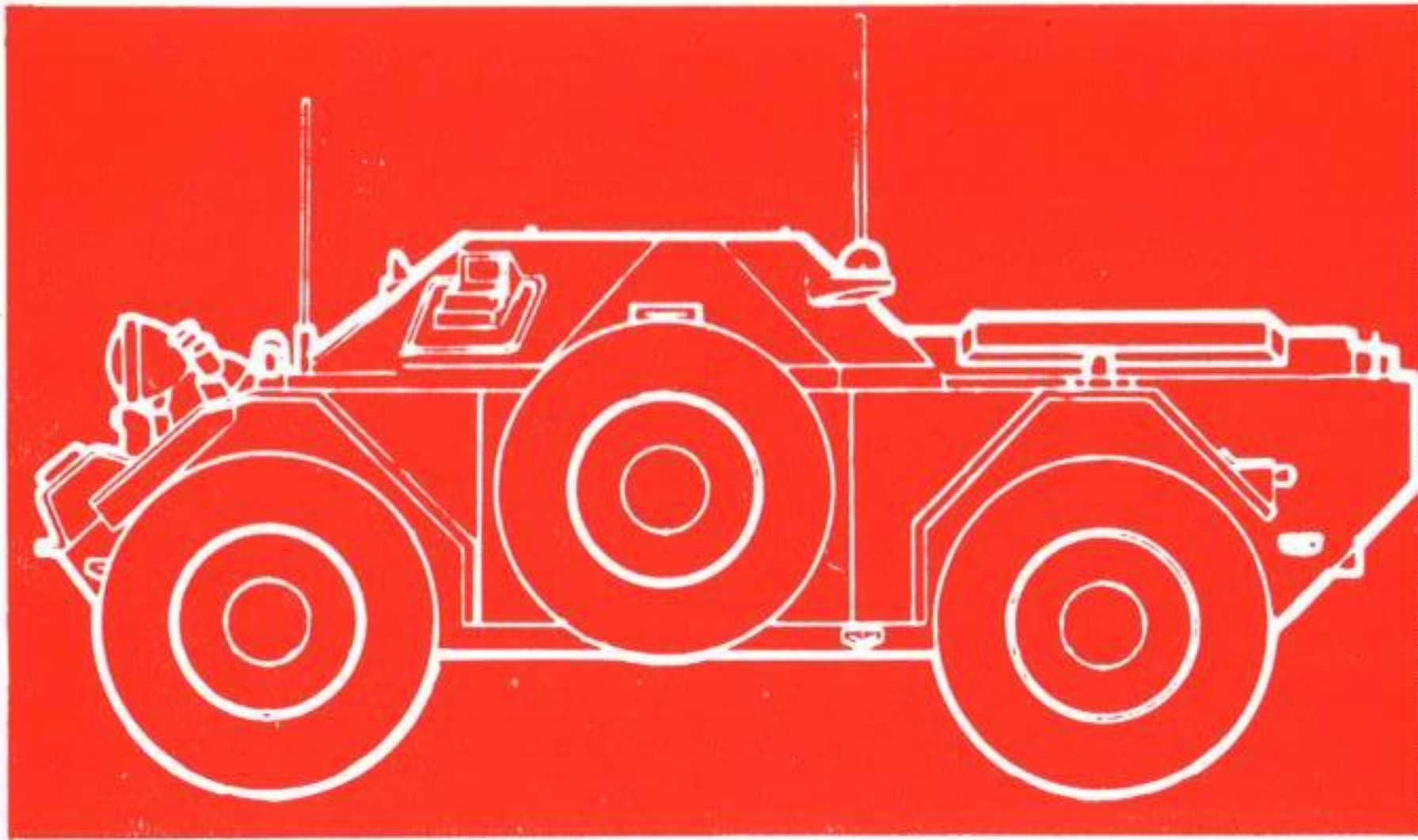
1. Read the text associated with the lesson.
2. Prepare a list of target numbers so as to be able to tackle the targets in any order.
3. Identify the target pictures by comparing them with the key views: start with the easy ones so as to gain experience: also use targets already identified to solve the more difficult ones.
4. When certain of the identity of a target write down its name **IMMEDIATELY** against the appropriate number on your list. **THIS IS IMPORTANT.**
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.
6. Don't try consciously to memorise details, shapes, or names.



Boeings—Old and New

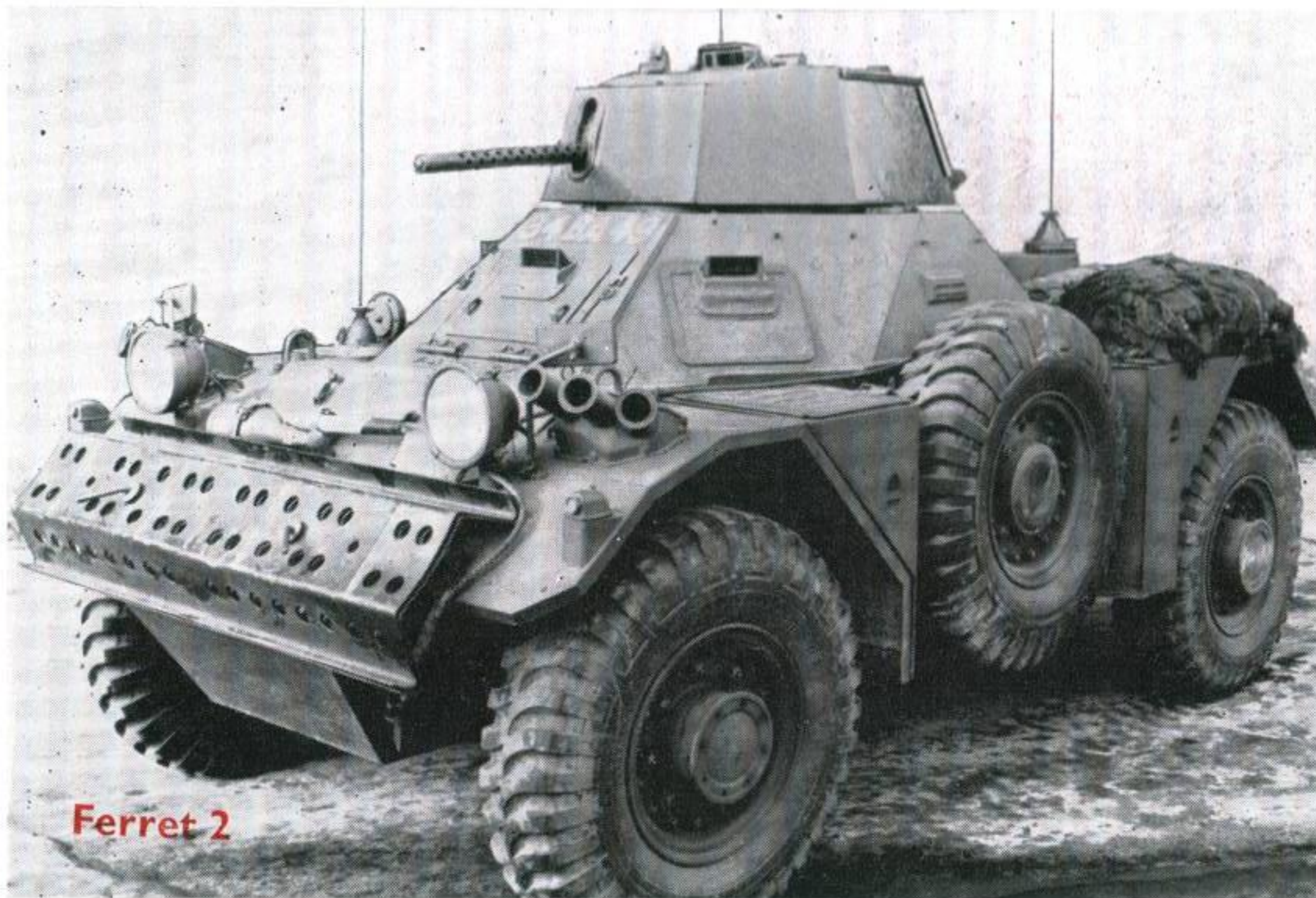
Considerable interest has been aroused by the three Boeing B-17F Flying Fortresses that earlier in the year were flying over England during filming of the Columbia (British) Productions film "The War Lovers." These were supplied by Aero American of Tucson, Arizona, and bore American civil registrations. They are, however, not the oldest Boeing aircraft still flying—this we depict here—which is a Boeing 247D operated by Sky Tours of the U.S.A. In comparison we show a modern Boeing, a 707 of South African Airways.



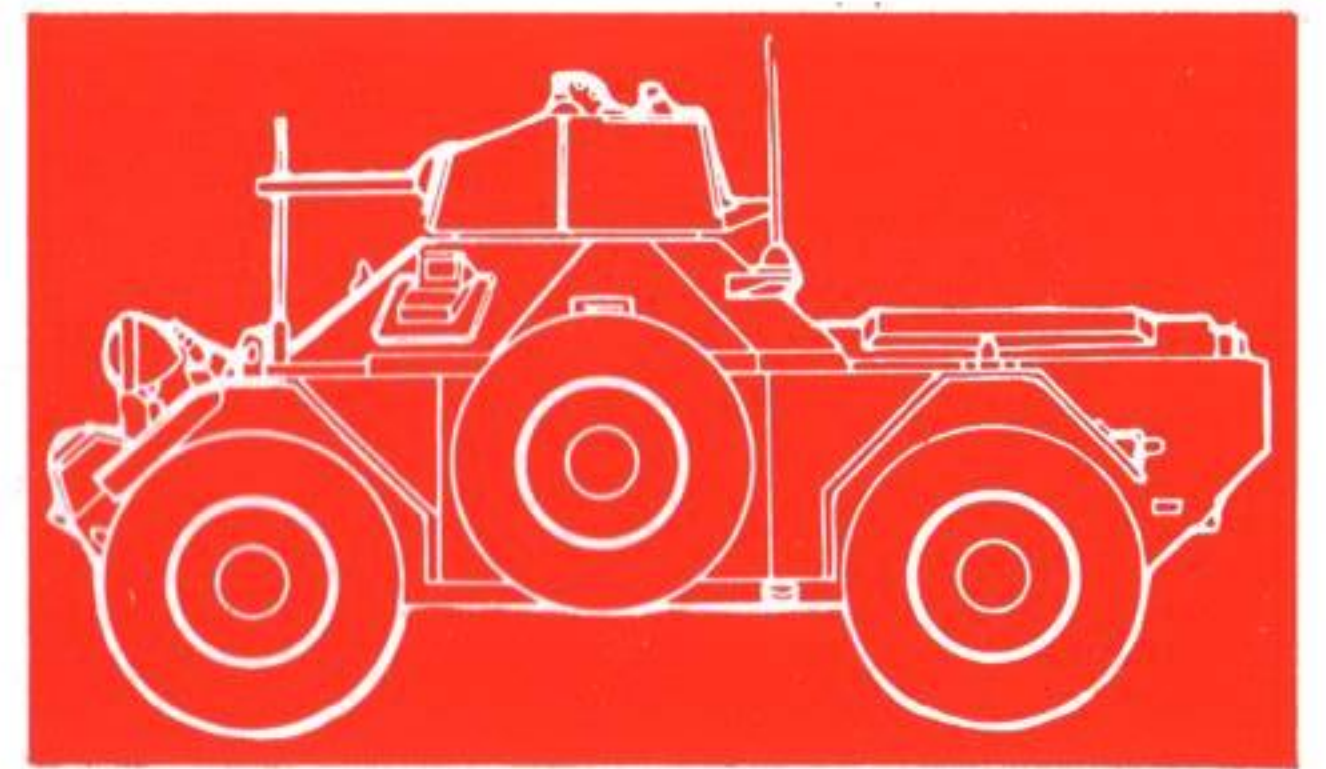


Ferret I

FERRETS

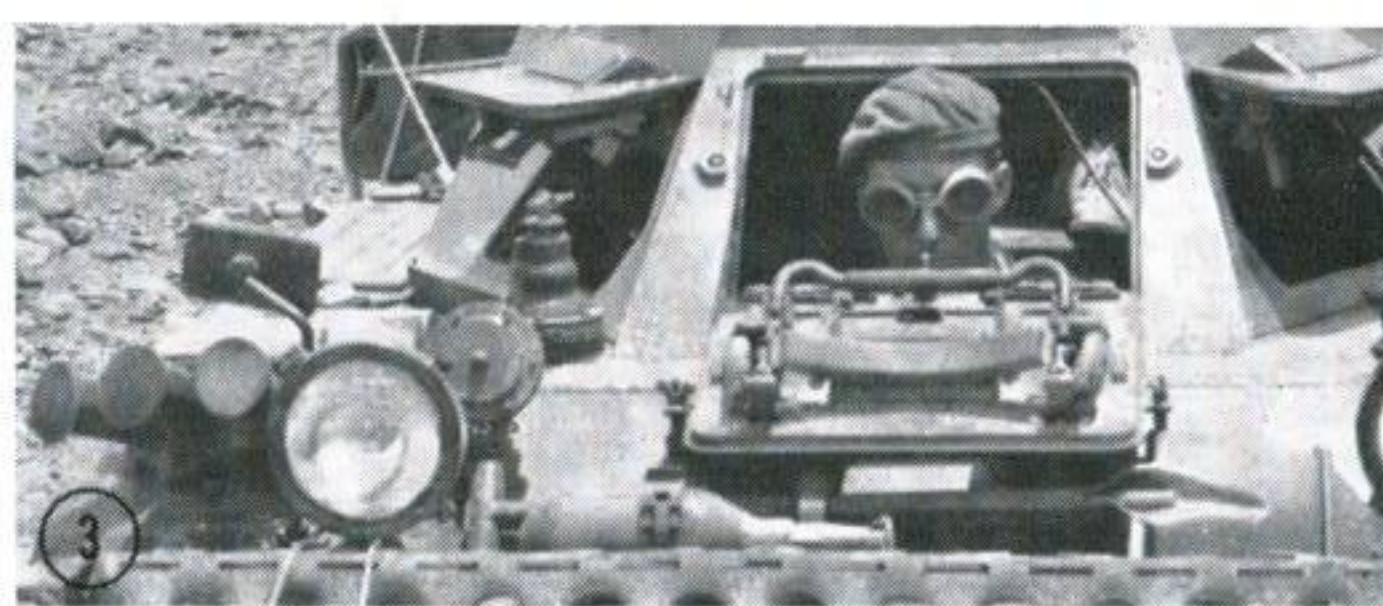
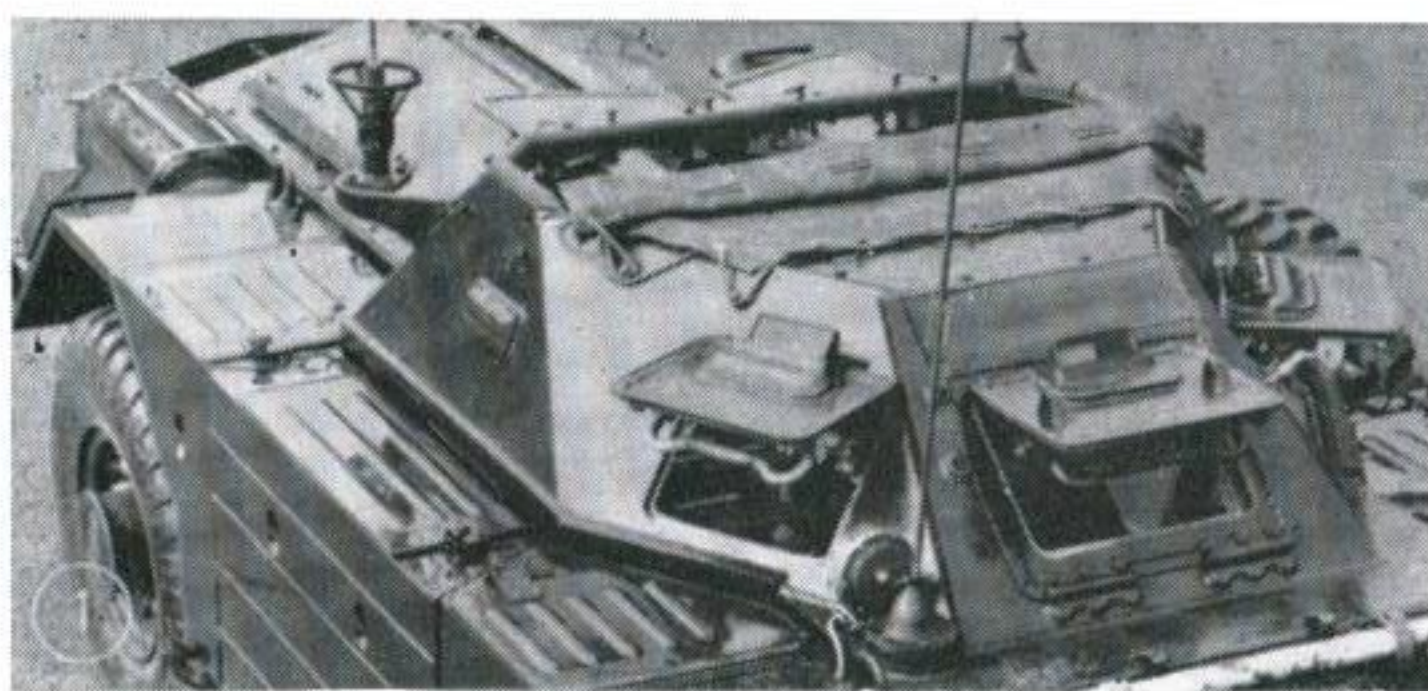


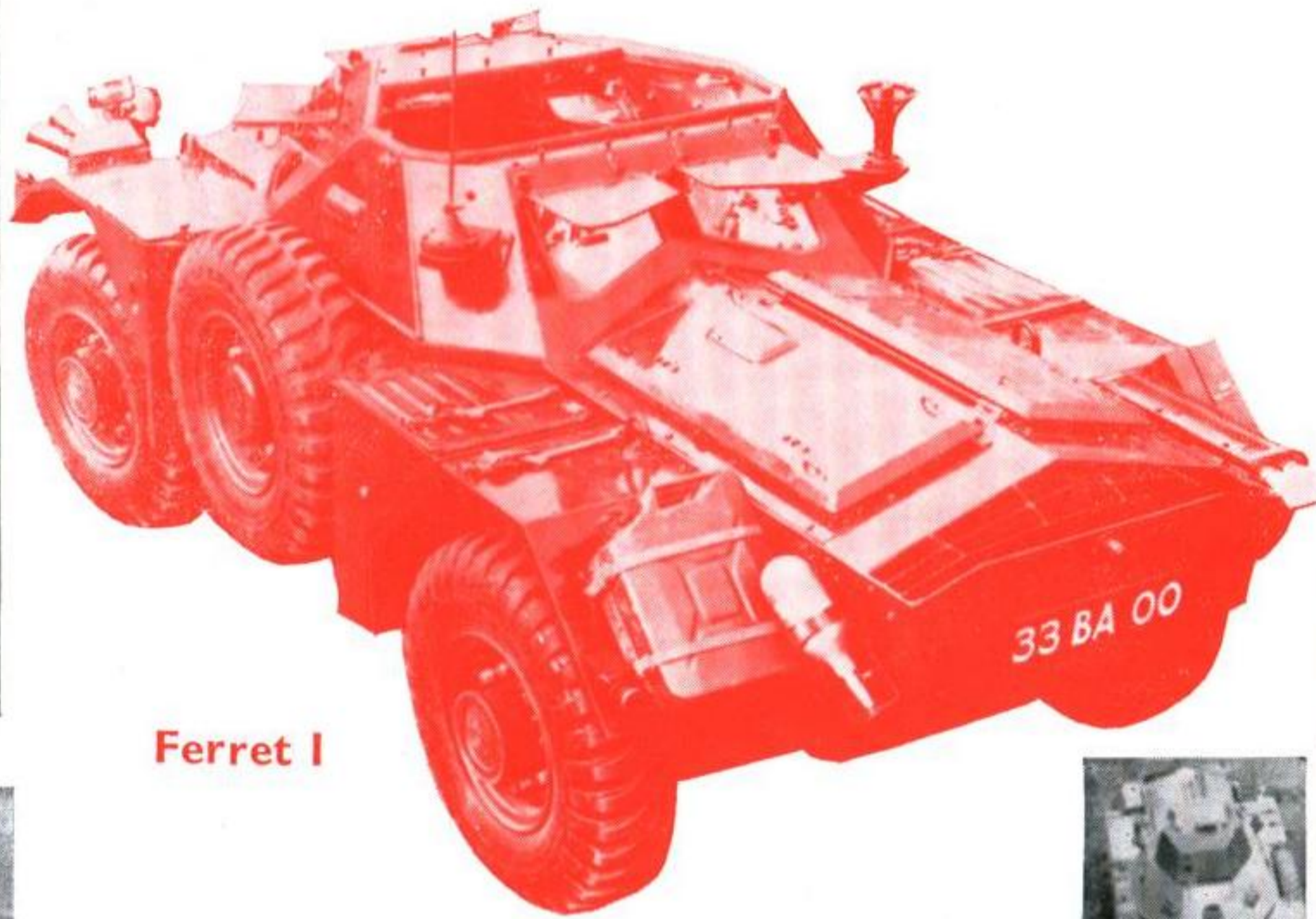
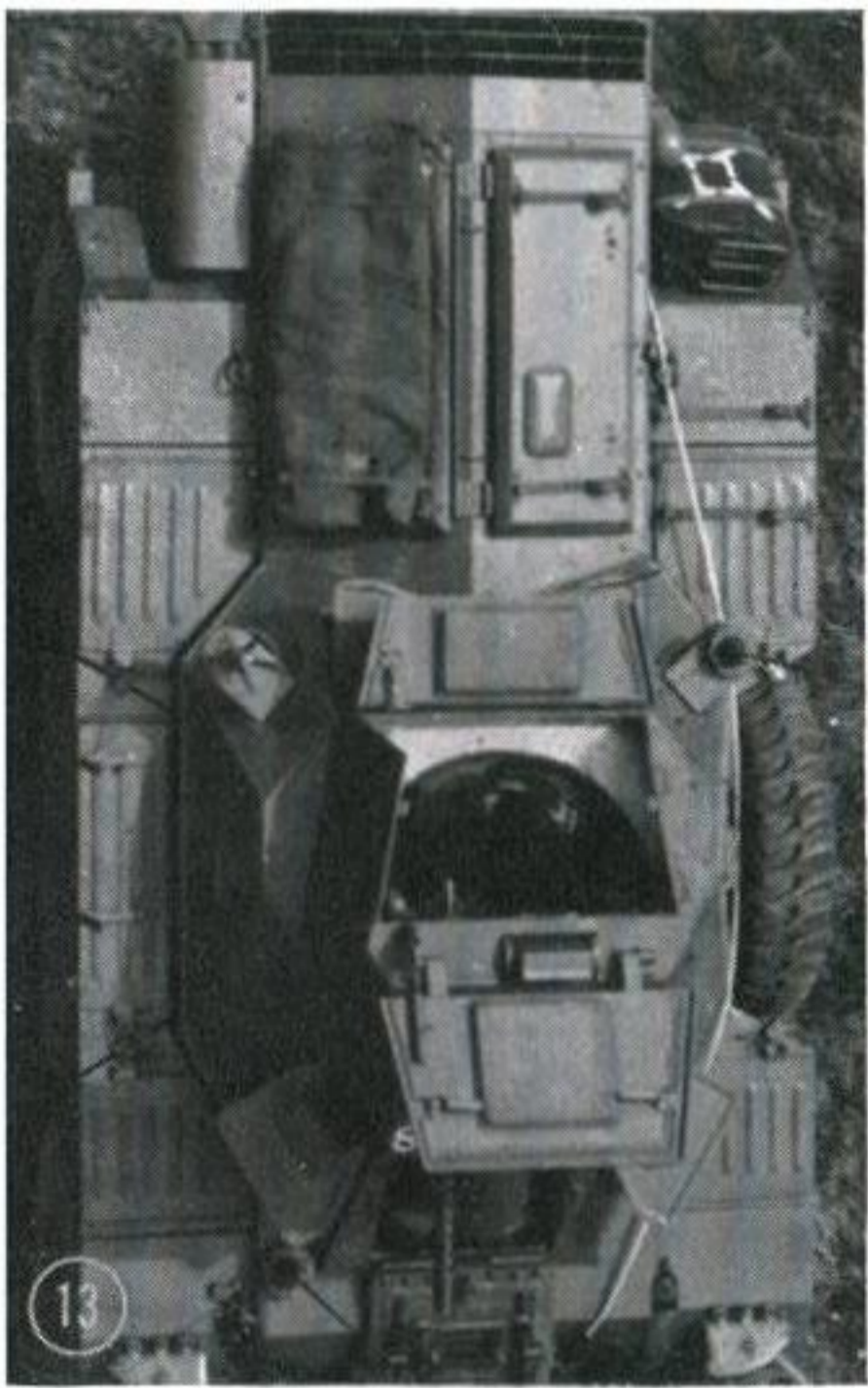
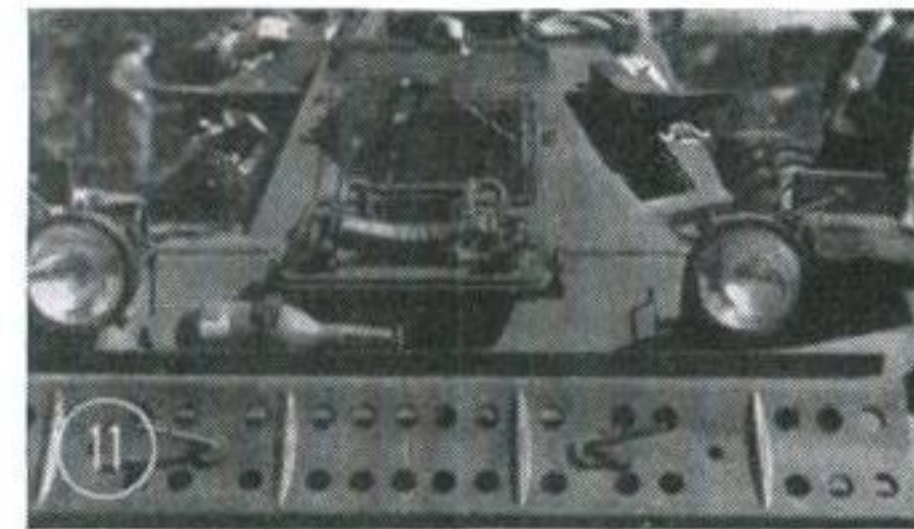
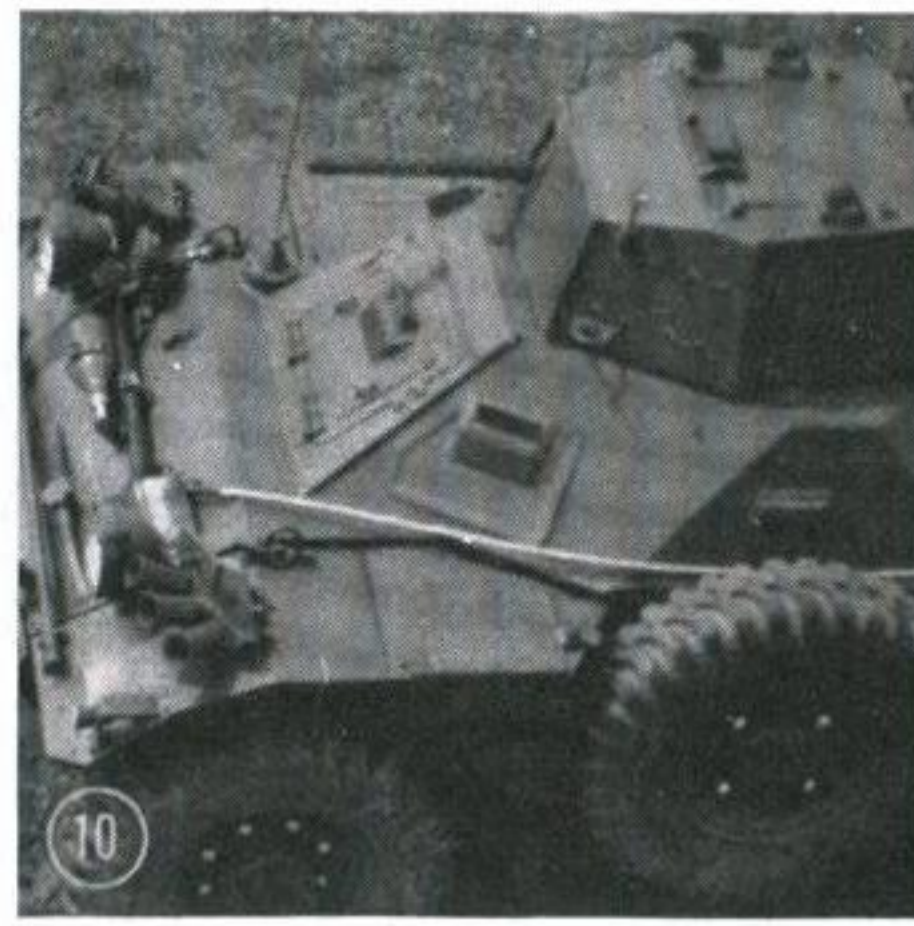
Ferret 2



Old hands will go through this lesson like a hot knife through butter: good luck to them! However this lesson is not meant for old hands, but for beginners like you and me.

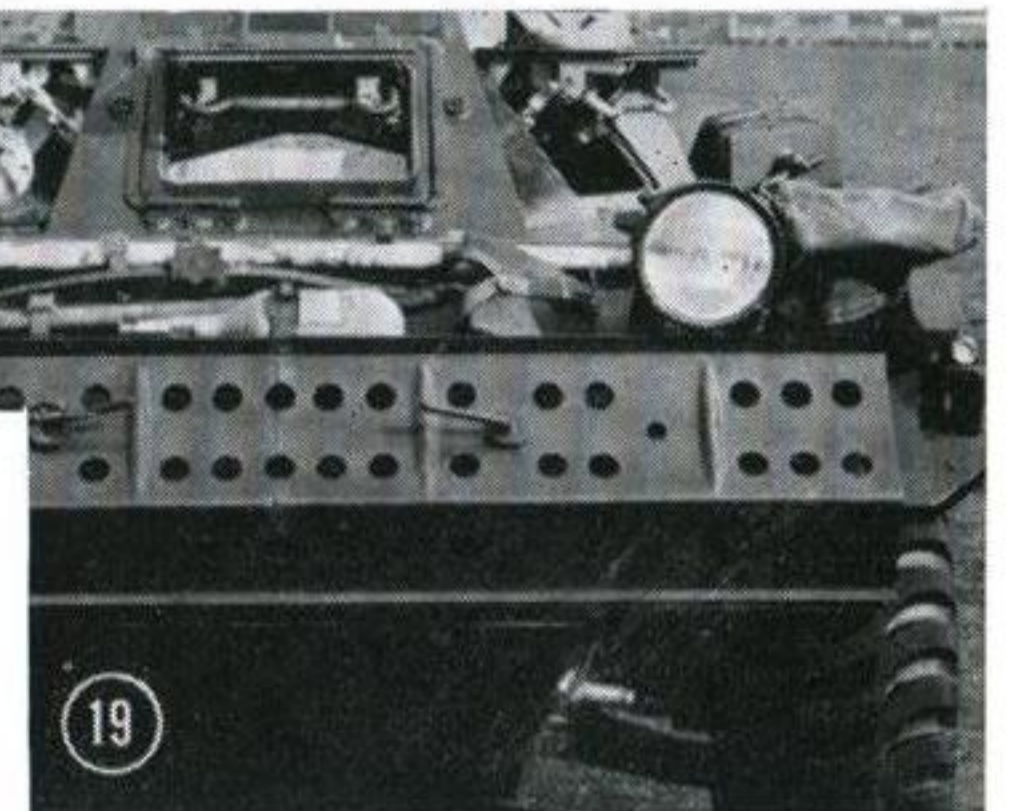
Ferrets come in two models, without turret (Mark 1), with turret (Mark 2). Distinguish between the different Marks in this lesson by reference to the keys and following strictly the lesson instructions on page 163: keep a look out for Jokers.





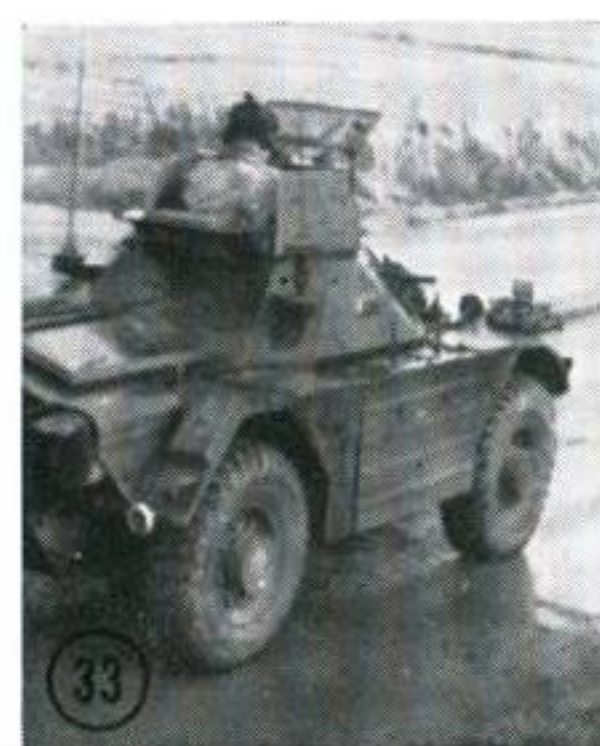
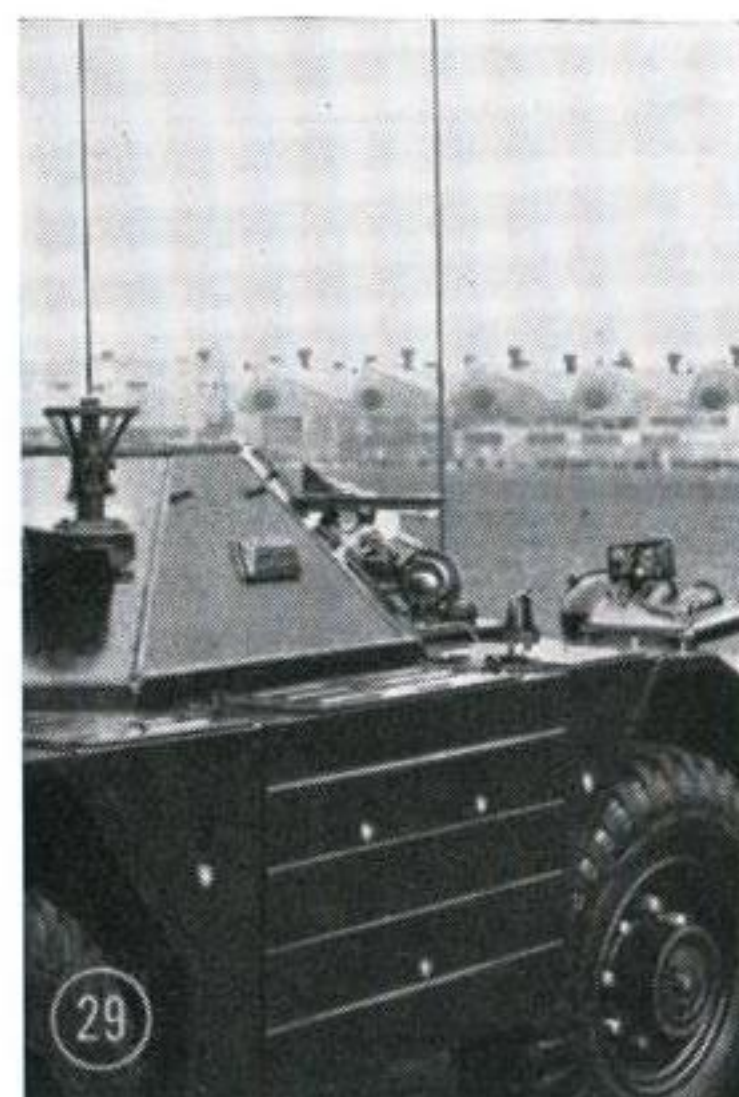
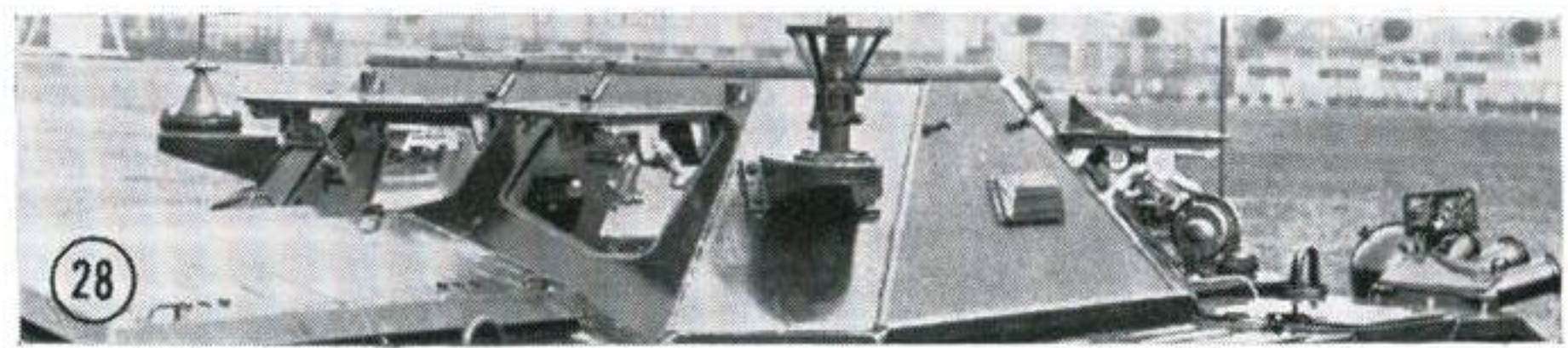
Length: 12 feet 7 inches
Height: 5 feet 10 inches
Weight: 4½ tons
Crew: 2

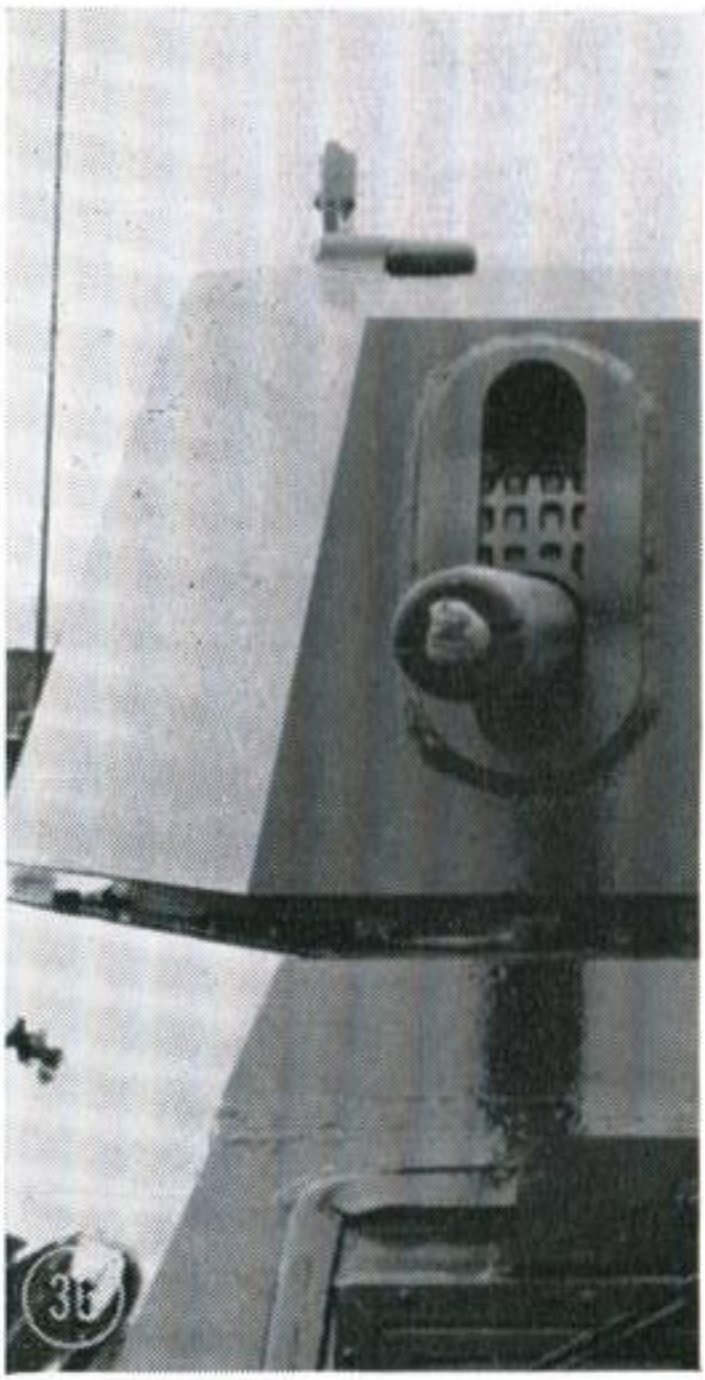
Ferret I





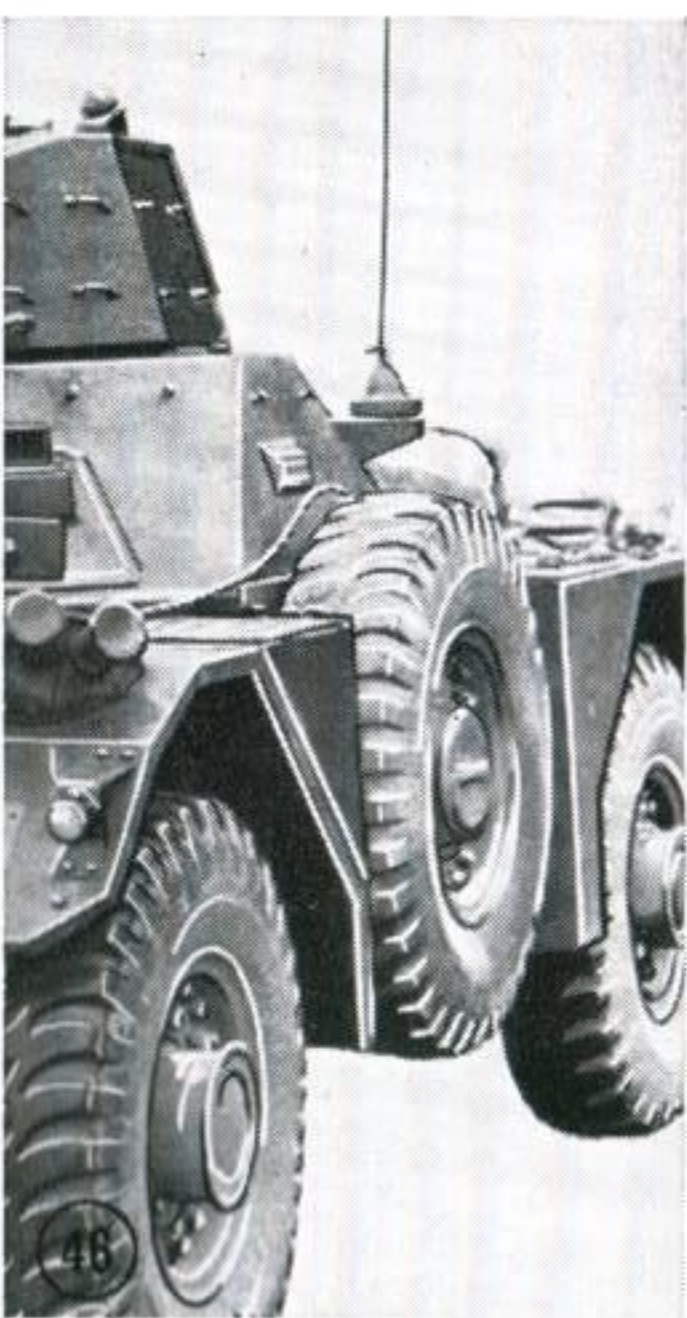
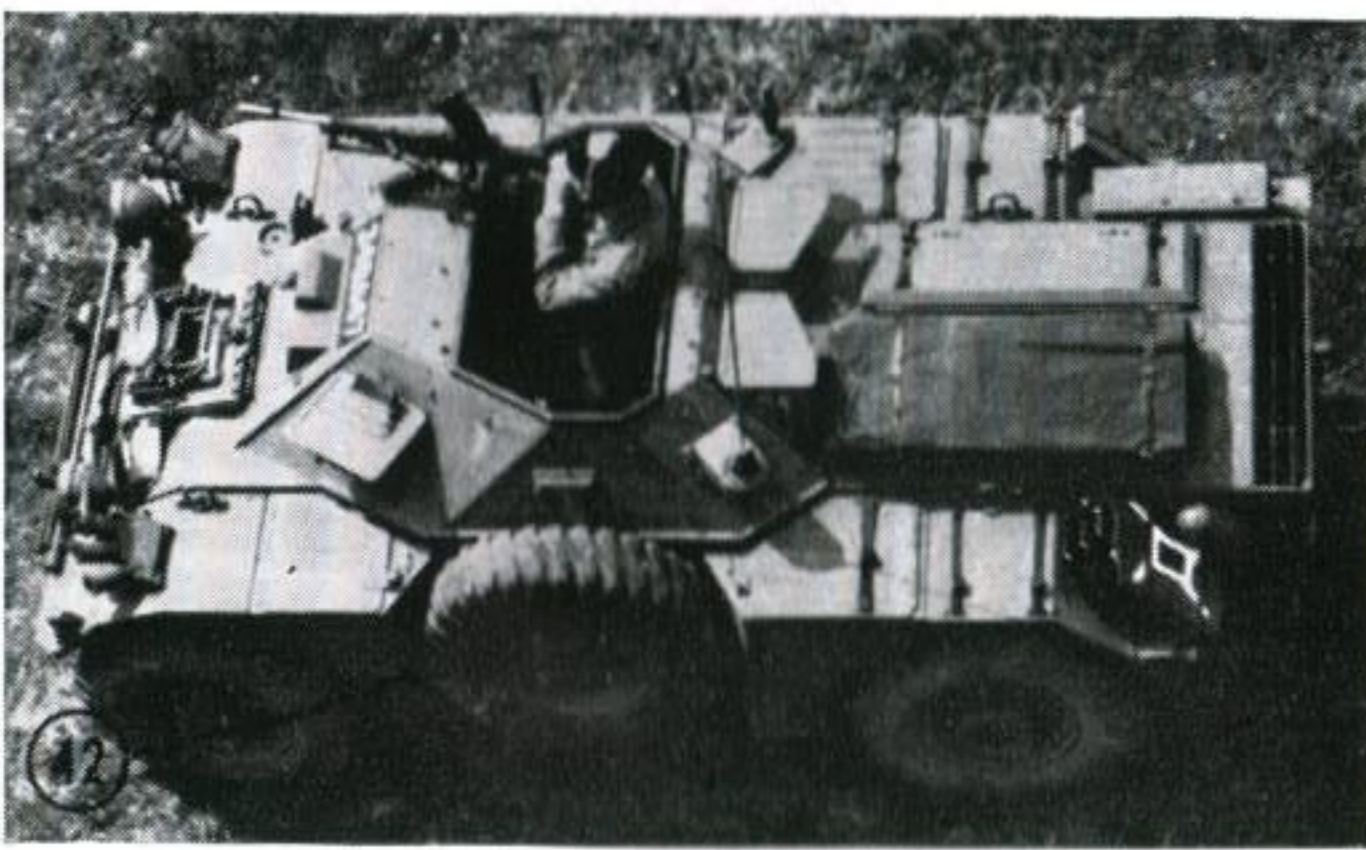
KEY VIEWS





The Ferret Mark 1 is intended primarily for liaison duties. The Mk. 2 is for reconnaissance purposes in units of the Royal Armoured Corps, and will be used in the Armoured and Armoured Car Regiments of the British Army. In this role the car is fitted with the Commander's turret which is required in reconnaissance vehicles.

The Ferret is noted for its high speed, silence of operation and large radius of action. It is very agile, with an extremely good cross-country performance made possible by all-wheel drive and independent suspension. The vehicle armament includes a .30 Browning machine-gun and multi-barrel smoke dischargers.



A list of solutions appear on the cover.



Cover Photo: This Joe Laird photograph kindly supplied by the *Dallas Morning News* shows an M-48 Patton tank of the 1st MTB, 112th Armor, 49th Armored Division (Texas Army National Guard). This division, equipped with the M-48 as its main battle tank a few years ago, was mobilised during the Berlin crisis last year.

**SOLUTIONS TO TESTS AND EXERCISES
IN THIS EDITION**

HOUND

Page 142

All targets are of **Hounds** except Nos. 14 and 23 which are **Whirlwinds**.



MIRAGE

Page 144

All targets are of **Mirage IIIB** or **IIIC** as detailed below except No. 11 which is a **Delta Dagger** and No. 36 which is a **Draken**. The simple answer "**Mirage**" in all appropriate places is acceptable.

- | | | |
|------------------------|-----------------|-----------------|
| 1. Mirage IIIC | 17. Mirage IIIC | 33. Mirage IIIC |
| 2. Mirage IIIB | 18. Mirage IIIB | 34. Mirage IIIB |
| 3. Mirage IIIC | 19. Mirage IIIC | 35. Mirage IIIB |
| 4. Mirage III* | 20. Mirage III* | 36. Draken |
| 5. Mirage IIIB | 21. Mirage IIIC | 37. Mirage IIIC |
| 6. Mirage III* | 22. Mirage IIIB | 38. Mirage IIIB |
| 7. Mirage IIIB | 23. Mirage III* | 39. Mirage IIIB |
| 8. Mirage III* | 24. Mirage IIIA | 40. Mirage IIIC |
| 9. Mirage IIIB | 25. Mirage III* | 41. Mirage IIIB |
| 10. Mirage IIIC | 26. Mirage IIIC | 42. Mirage IIIC |
| 11. F-102 Delta Dagger | 27. Mirage IIIB | 43. Mirage IIIB |
| 12. Mirage IIIC | 28. Mirage IIIC | 44. Mirage IIIB |
| 13. Mirage IIIB | 29. Mirage IIIB | 45. Mirage IIIC |
| 14. Mirage III* | 30. Mirage IIIC | 46. Mirage IIIC |
| 15. Mirage IIIC | 31. Mirage IIIC | 47. Mirage IIIC |
| 16. Mirage IIIC | 32. Mirage IIIB | 48. Mirage IIIB |

* Model not discernible

LONDON AIRPORT

Page 149

- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. Britannia 100 | 40. York | 86. Comet 4 |
| 2. Comet 4 | 41. Viscount 800 | 87. DC-7 |
| 3. York | 42. Viscount 700 | 88. Herald |
| 4. Vanguard | 43. Viscount 800 | 89. DC-7 |
| 5. Vanguard | 44. DC-3 Dakota | 90. DC-4 |
| 6. Ambassador | 45. Viscount 800 | 91. Prince |
| 7. Boeing 707 | 46. Comet 4B | 92. DC-8 |
| 8. Boeing 707 | 47. Super Constellation | 93. Britannia 100 |
| 9. Bristol 170 | 48. Viscount 800 | 94. DC-8 |
| Freighter | 49-56. Viscount 800 | 95. York |
| 10. Viscount 800 | 57. Vanguard | 96. Electra |
| 11. Ambassador | 58. Electra | 97. DC-3 Dakota |
| 12. Viscount 800 | 59. Viscount 800 | 98. Super Constellation |
| 13. Viscount 800 | 60. Viscount 800 | 99. York |
| 14. Super Constellation | 61. Ambassador | 100. Viscount 100 |
| 15. Boeing 707 | 62. Viscount 800 | 101. Viscount 100 |
| 16. DC-3 Dakota | 63. Vanguard | 102. Caravelle |
| 17. Caravelle | 64. Convair 340 | 103. Boeing 707 |
| 18. DC-8 | 65. Vanguard | 104. Ambassador |
| 19. Prince | 66. Viscount 800 | 105. DC-6A? |
| 20. DC-7C | 67. Comet 4B | 106. Viscount 800 |
| 21. Comet 4 | 68. Caravelle | 107. Britannia 100 |
| 22. DC-7C | 69. Comet 4B | 108. Comet 4 |
| 23. Comet 4 | 70. Comet 4B | 109. York |
| 24. Britannia 100 | 71. Comet 4B | 110. Viscount 800 |
| 25. Britannia 100 | 72. Boeing 707 | 111. Viscount 800 |
| 26. Boeing 707 | 73. Bristol 170 | 112. Super Constellation |
| 27. Britannia 300 | Freighter | 113. Comet 4B |
| 28. Ambassador | 74. Ambassador | 114. Viking |
| 29. York | 75. Boeing 707 | 115. Boeing 707 |
| 30. DC-3 Dakota | 76. DC-3 Dakota | 116. DC-7C |
| 31. Comet 4B | 77. York | 117. Herald |
| 32. Boeing 707 | 78. Super Constellation | 118. Electra |
| 33. Britannia 300 | 79. DC-3 Dakota | 119. Vanguard |
| 34. Caravelle | 80. Viscount 800 | 120. DC-3 Dakota |
| 35. Herald | 81. Viscount 800 | 121. DC-8 |
| 36. Viscount 800 | 82. York | 122. Bristol 170 |
| 37. Comet 4B | 83. York | 123. Comet 4B |
| 38. Comet 4B | 84. DC-4 | |
| 39. DC-7C | 85. Comet 4 | |



D.H.C. I CHIPMUNK

Page 153

All targets are of **Chipmunks** (No. 1 Mk. 1 prototype and remainder T. Mk. 10) except No. 18 which is a **Provost T.I.**



SKEETER

Page 154

All targets are of **Skeeters** except No. 19 which is a **Sycamore**.



U.S.S.R. KOTLIN CLASS DESTROYERS

Page 156

All targets are of the **Kotlin Class** except Nos. 19 and 27 which are U.S. Destroyers of the **Forrest Sherman Class**.



U.S.S.R. "W" CLASS SUBMARINES

Page 160

All targets are of "**W**" Class Submarines except No. 19 which is **U.S.S. Redfin**, a **Converted "Gato" Class** submarine, and No. 36 which is the **U.S.S. Becuna**, a "**Balao**" Class submarine.



FERRETS I AND 2

Page 164

- | | | |
|-------------------|------------------|--------------|
| 1. Ferret 1 | 18. Saracen | 35. Ferret 2 |
| 2. Ferret 1 | 19. Ferret 1 | 36. Ferret 2 |
| 3. Ferret 2 | 20. Ferret 2 | 37. Ferret 2 |
| 4. Ferret 2 | 21. Ferret 1 | 38. Ferret 1 |
| 5. Ferret 1 | 22. Ferret 2 | 39. Ferret 2 |
| 6. Ferret 2 | 23. Ferret 2 | 40. Ferret 1 |
| 7. Ferret 2 | 24. Daimler A.C. | 41. Ferret 2 |
| 8. Ferret 1 | 25. Ferret 1 | 42. Ferret 1 |
| 9. Ferret 2 | 26. Ferret 1 | 43. Ferret 2 |
| 10. Ferret 1 | 27. Ferret 1 | 44. Ferret 2 |
| 11. Ferret 2 | 28. Ferret 1 | 45. Ferret 2 |
| 12. Ferret 2 | 29. Ferret 1 | 46. Ferret 2 |
| 13. Ferret 2 | 30. Ferret 2 | 47. Saracen |
| 14. Ferret 1 or 2 | 31. Ferret 2 | 48. Ferret 1 |
| 15. Ferret 2 | 32. Ferret 2 | 49. Ferret 2 |
| 16. Ferret 2 | 33. Ferret 2 | 50. Ferret 2 |
| 17. Ferret 2 | 34. Ferret 2 | |