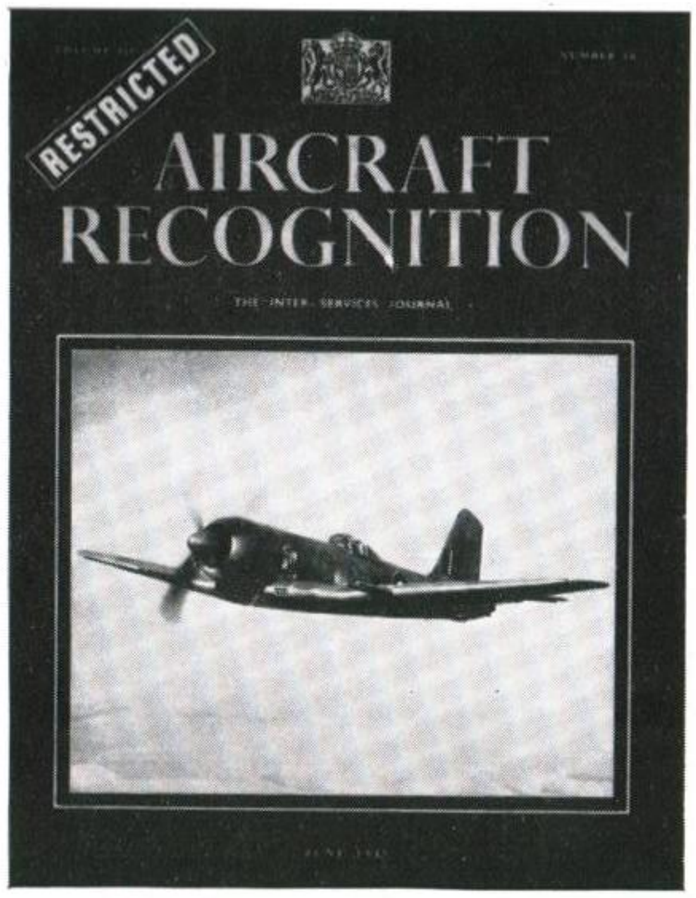
JOINT SERVICES

RECOGNITION *Journal*

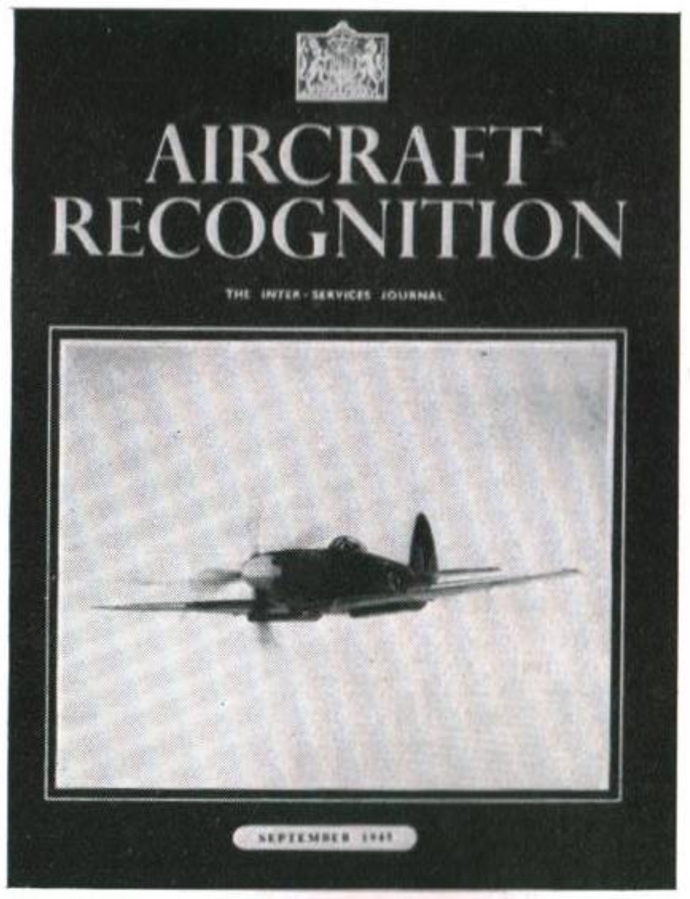
Vol. 17 SEPTEMBER 1962 No. 9

HIGHLIGHTS

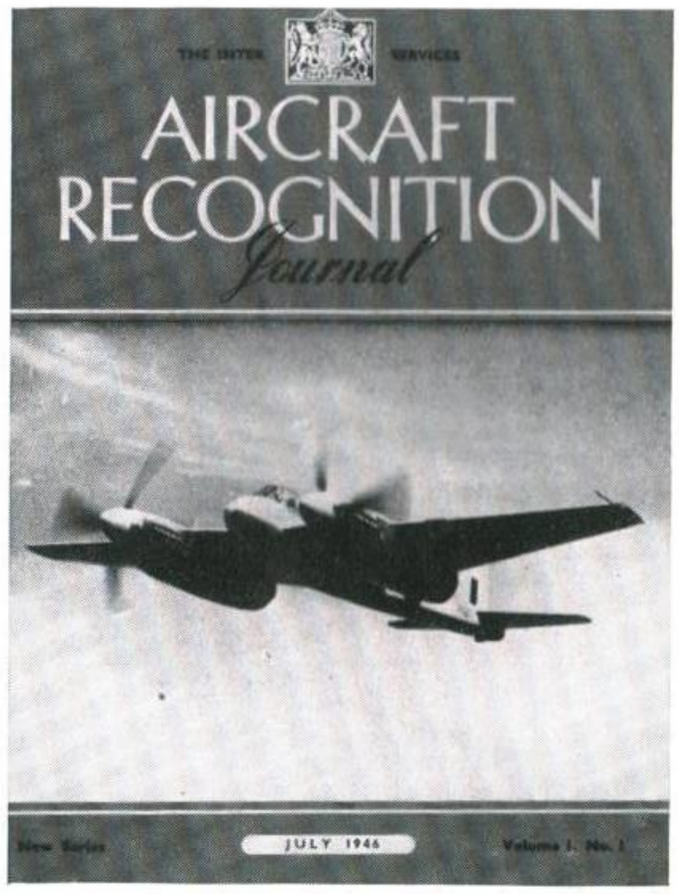
First Issue–September 1942



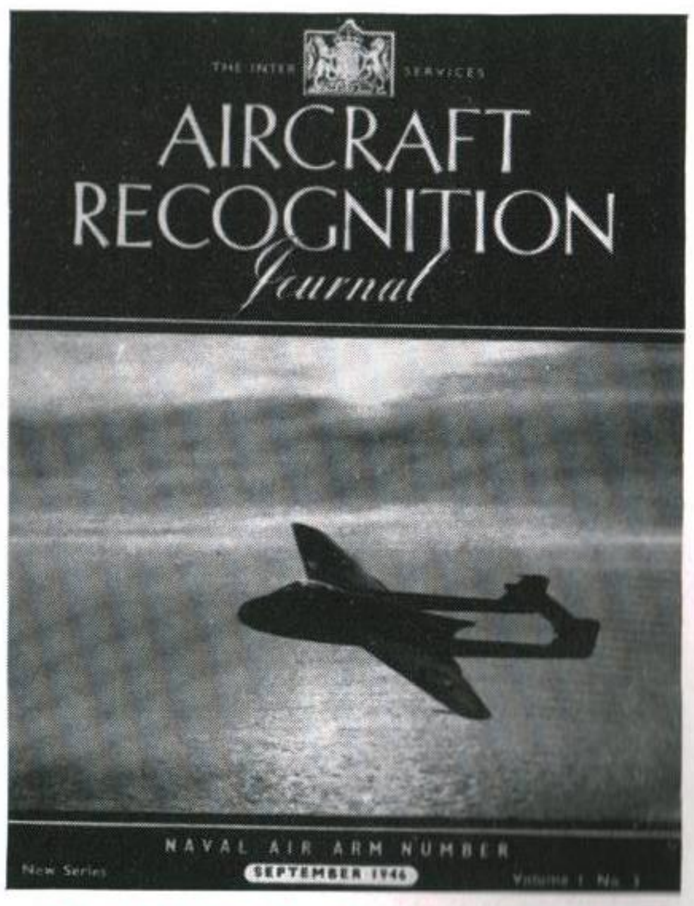
First Restricted Issue–June 1945



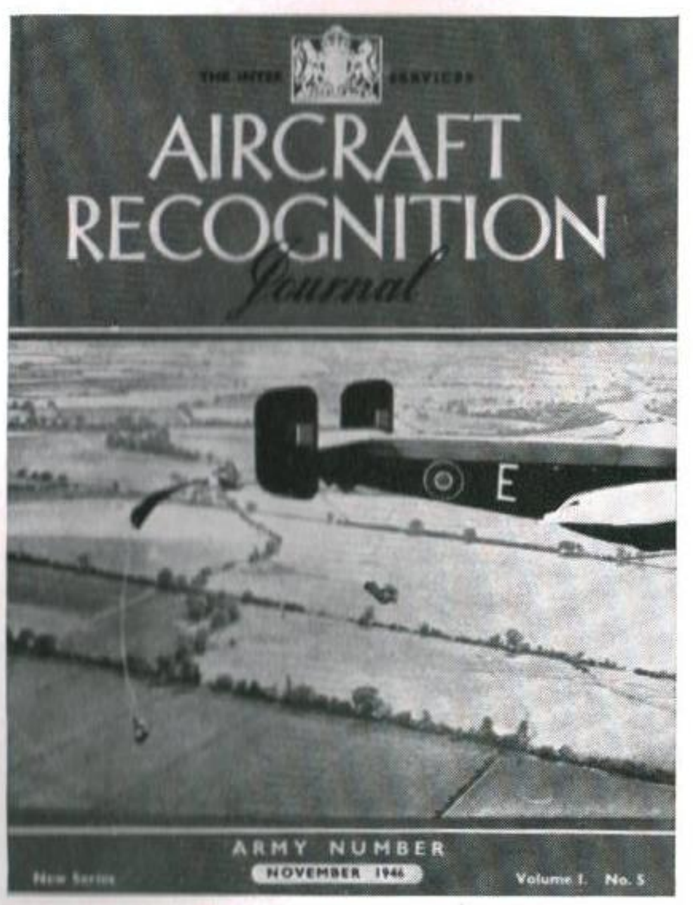
Final Wartime Issue–September 1945



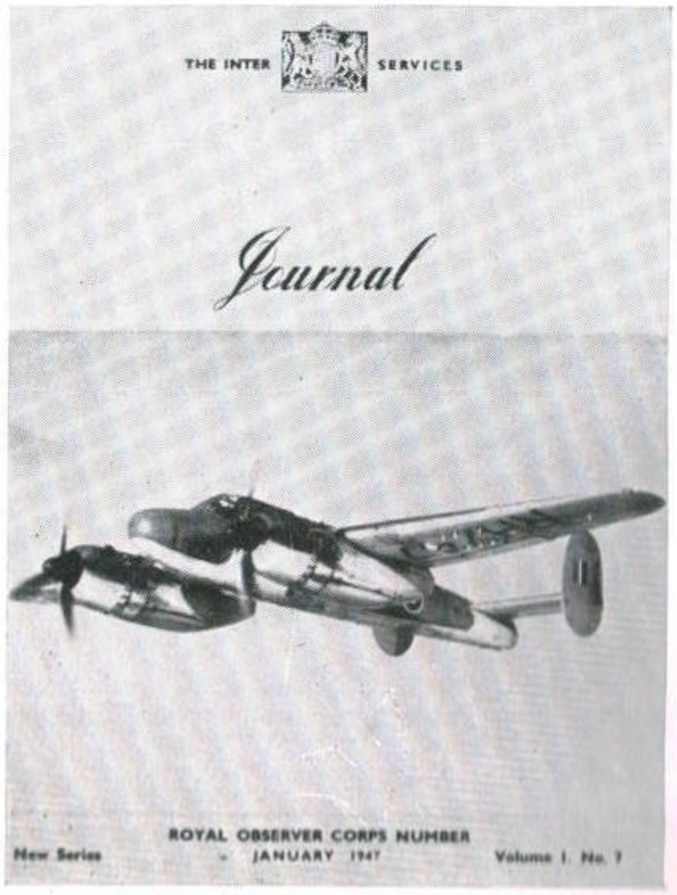
First Issue New Series–July 1946



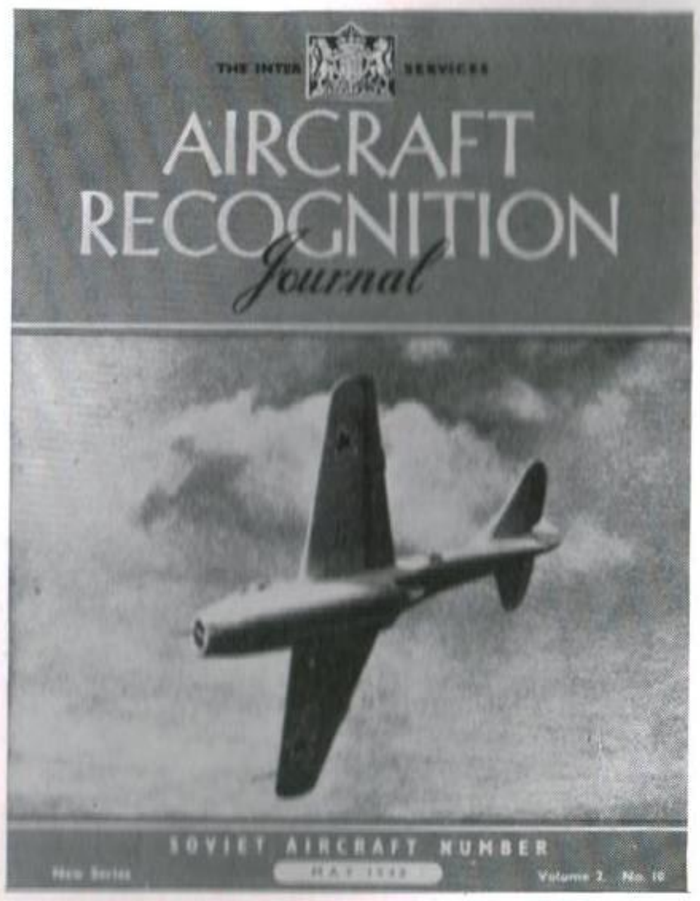
Naval Air Arm Number–September 1946



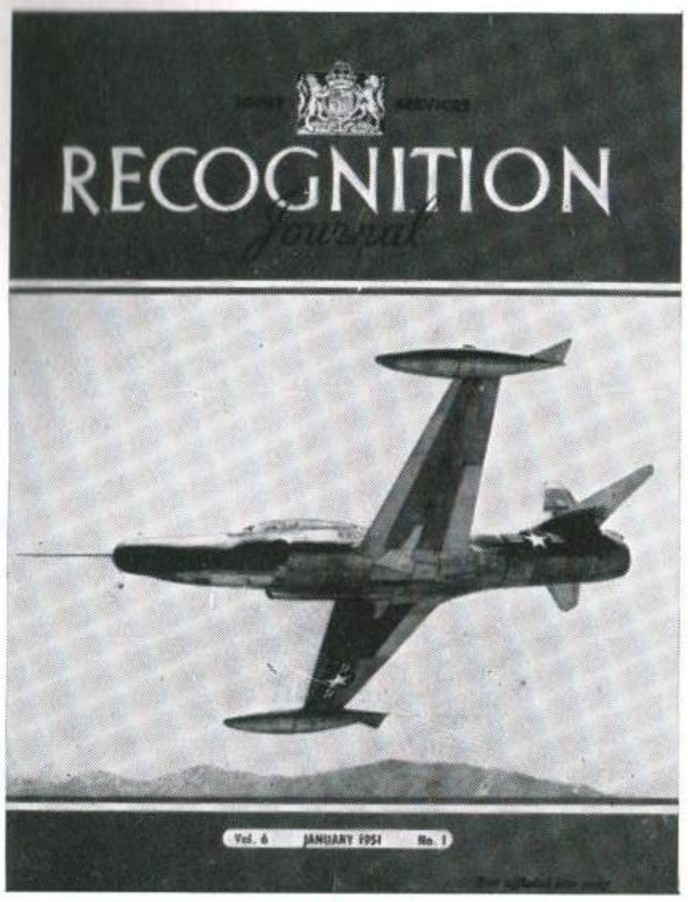
Army Number–November 1946



R.O.C. Number–January 1947



Soviet Aircraft Number–May 1948



First Issue of J.S.R.J.–January 1951

SEPTEMBER 1962 Vol. 17 No. 9

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.

The Journal is produced solely for official use and can not be sold to members of the public. Contributions and correspondence should be addressed to the Editor, *Joint Services Recognition Journal*, Air Ministry, Whitehall, London, S.W.1.

CONTENTS

Twenty Years

TWENTY YEARS AGO, in the middle of the Second World War of 1939–45, this magazine commenced publication as "Aircraft Recognition—*The Inter-Services Journal*," then produced by the Ministry of Aircraft Production and the Minister wrote the preface to the first edition in which he stated: "All Services are contributing to this Journal. All will gain from its information both in operations and training. The importance of the ability to distinguish friend from foe in war needs no stressing. The main object of this Journal is to enable that to be done in regard to aircraft by giving up-to-date information on the way to recognise them." His views were endorsed by messages from the First Sea Lord, the Chief of the Imperial General Staff and the Chief of the Air Staff.

The need for better training had been growing; there had been a distressing number of recognition failures. An advisory panel on Aircraft Recognition material recommended a monthly journal. As a preliminary step a list of aircraft types likely to be seen, sub-divided into areas for various theatres of the war, was prepared.

The *Journal* was well received and one contributor from the outset (and incidentally also a member of the advisory panel) was Mr. C. H. Gibbs-Smith, who still makes a valuable contribution of an enlivening nature from time to time. Another was David Linton (then a Lieutenant): he contributes to this edition.

In May 1945 as the War in Europe came to a close, the emphasis shifted to Japanese aircraft. Since it was then no longer necessary to provide the Civil Defence at home with the *Journal*, it became exclusive to the Armed Services and for the first time was classified as "Restricted." However, in August the Japanese surrendered following the dropping of the atomic bombs and the wartime *Journal* ceased publication with the issue of the September 1945 edition.

The experience of war emphasised the need for complete training in peace and the *Journal* was re-instituted in July 1946 as "The Inter-Services Aircraft Recognition Journal." The Ministry of Aircraft Production had then ceased to exist and production this time came under the Air Ministry. In his foreword to the first of this series, the Director General of Training, R.A.F., stated that he hoped it would be a reminder to all that Aircraft Recognition was still a most important feature of training. The *Journal* was then intended for the Armed Services, the Royal Observer Corps and the Air Training Corps.

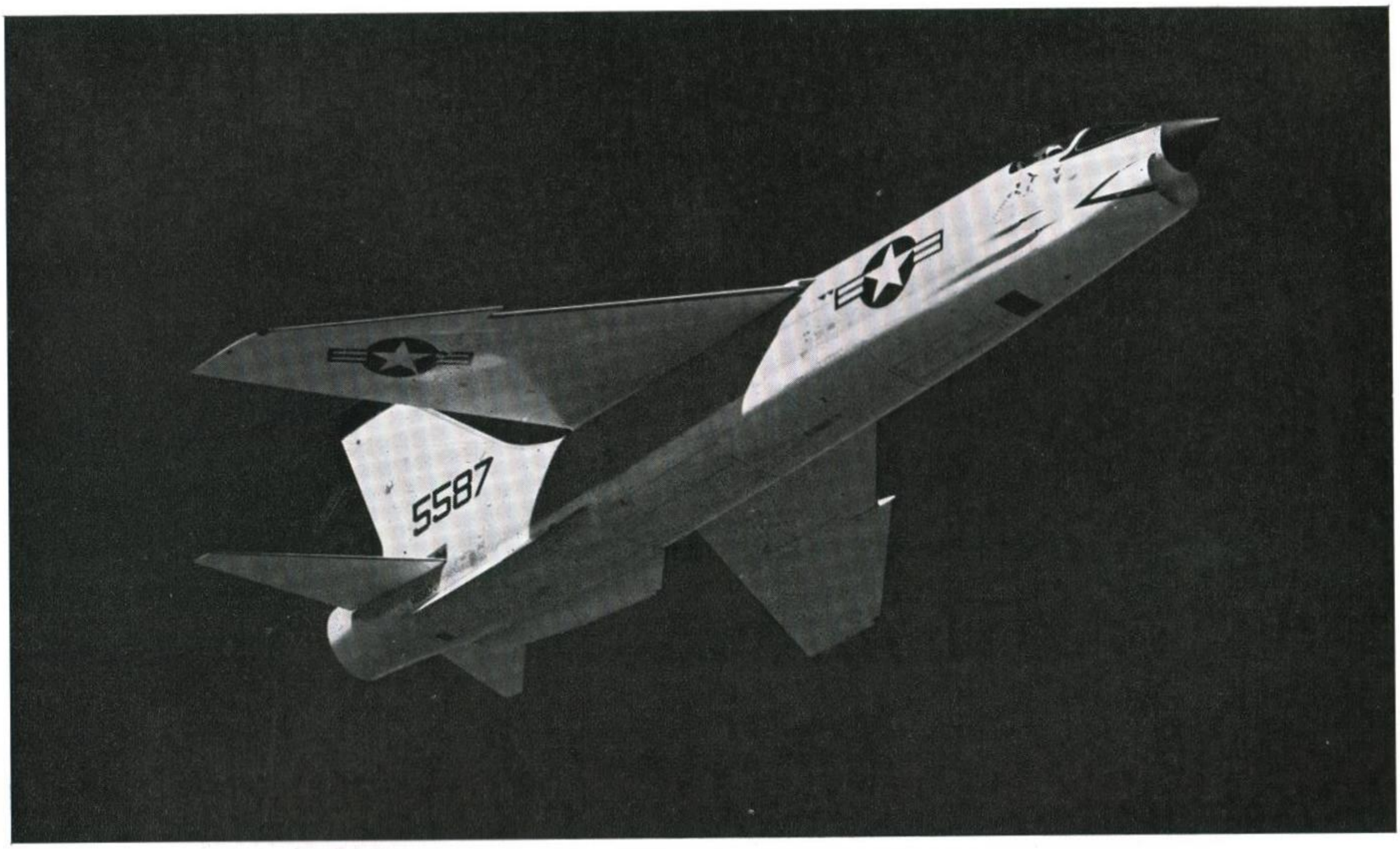
The original *Journal* had started at 20 pages per edition and ended with 24 pages; the new series commenced with 12 and went up to 20. The rise in pages bore witness to the increasing importance attached to recognition training.

Such was the importance of recognition training throughout the Services that the scope of the *Journal* was widened in 1951 to include ships and tanks, and the title was changed to its present form and the number of pages was increased to 24, and later to the present 28.

From 1952 onwards, following the development of a new training technique, the character of the *Journal* began to change. This change, not perhaps discernible to the untrained eye, was nevertheless profound, for whereas recognition training had previously been regarded as a matter of providing information which to a large extent had to be consciously memorised, the new method placed the emphasis on experience, because the ability to identify is skill which need not involve knowledge.

In its new role as a training device the *Journal* has proved singularly successful not only on the aircraft side but in the provision of experience on armoured fighting vehicles, warships and merchant ships, as well.

Perhaps one of the most important changes which results is that the pre-digested lessons in the *Journal* can be used by an instructor who is not himself a spotter, and need know nothing about aircraft or ships or tanks, since his task is no longer a training one. His job is to ensure that pupils carry out the appropriate procedure when doing the lessons.



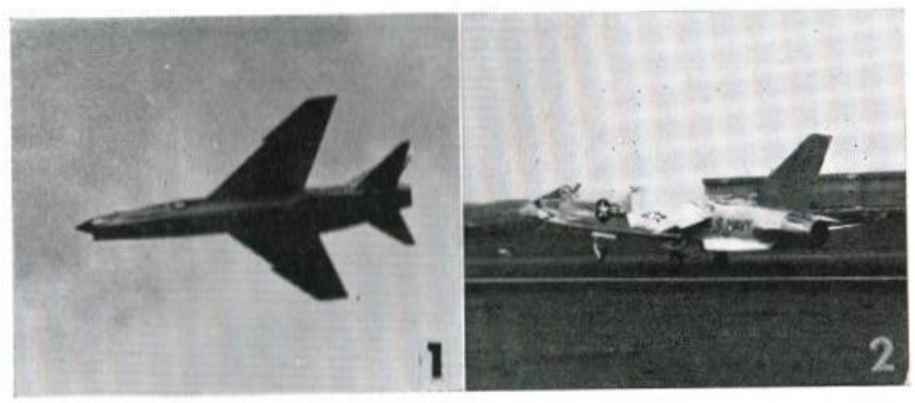
CRUSADER

Because of its variable incidence wing, the Crusader presents a different configuration at take-off and landing from that assumed in normal flying attitude; compare, for example, targets Nos. 9 and 11. This feature, incidentally, gives good lift for take-off and permits a safe slow speed for landing back on a carrier. These in-flight shape changes present no special identity training problems if they are included as part of a lesson, as they are here.

Apart from this the Crusader has salient features that are set; although its nose varies slightly according to the model, all have a conspicuous chin intake. A saw-tooth wing is another feature. Variations on the Crusader theme are pictorially presented on page 230.

It is not important operationally to distinguish the various versions, but you must do so here so that you get to know all its various shapes and forms.

To learn to do this with conviction, read the instructions on page 237 (especially item 6) and the information on page 230.

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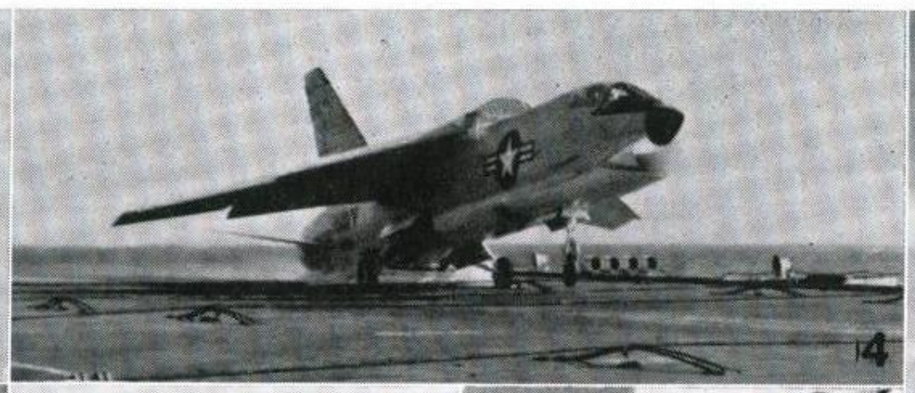
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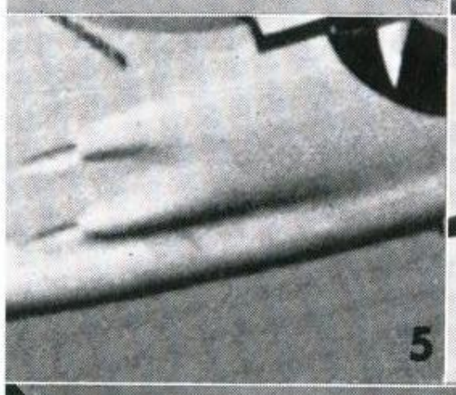
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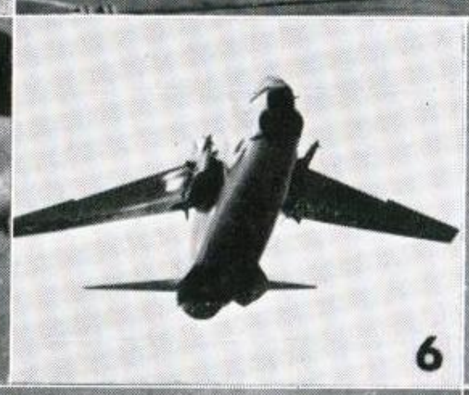
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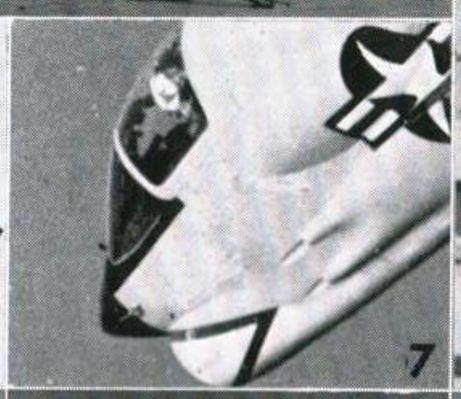
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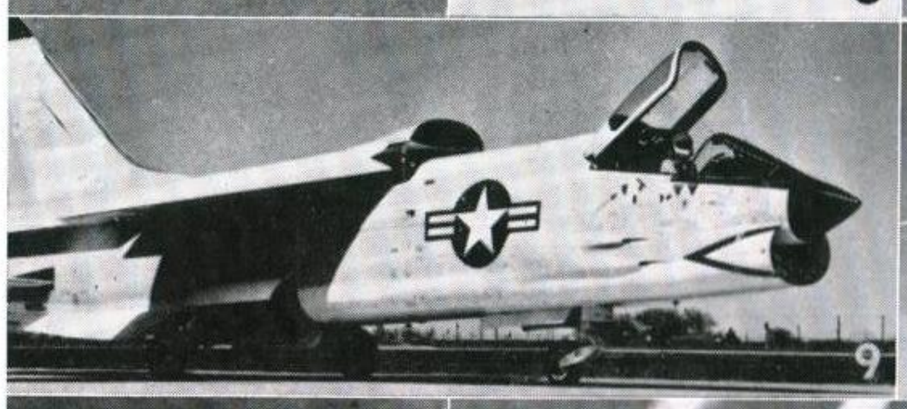
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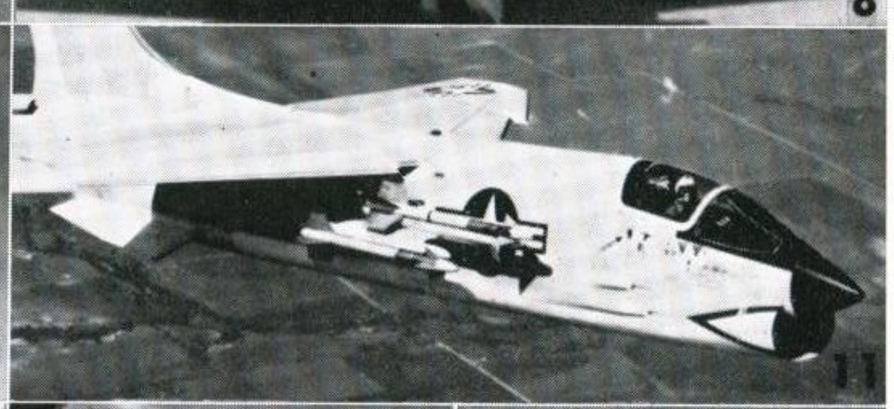
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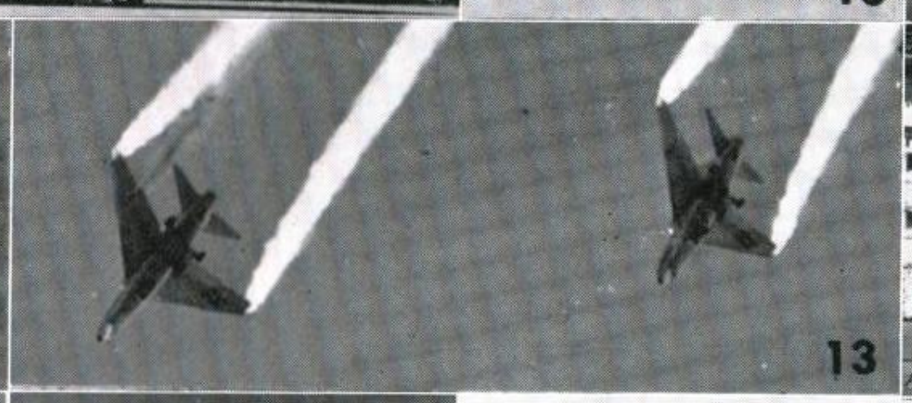
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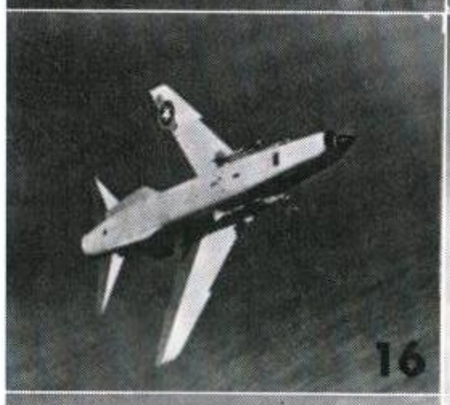
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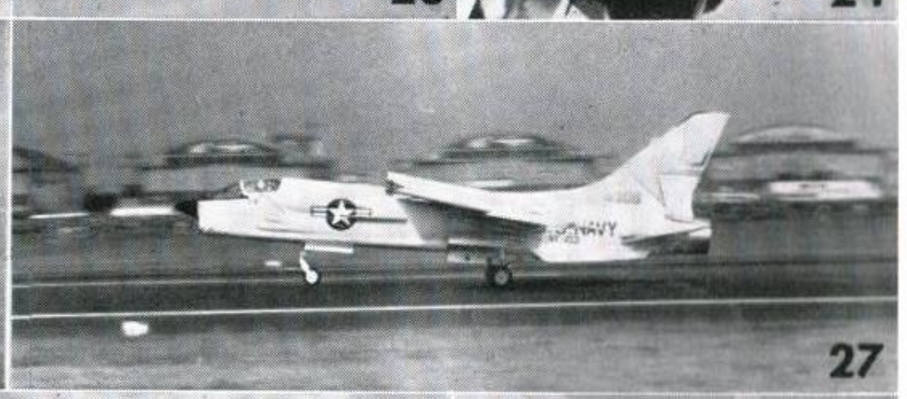

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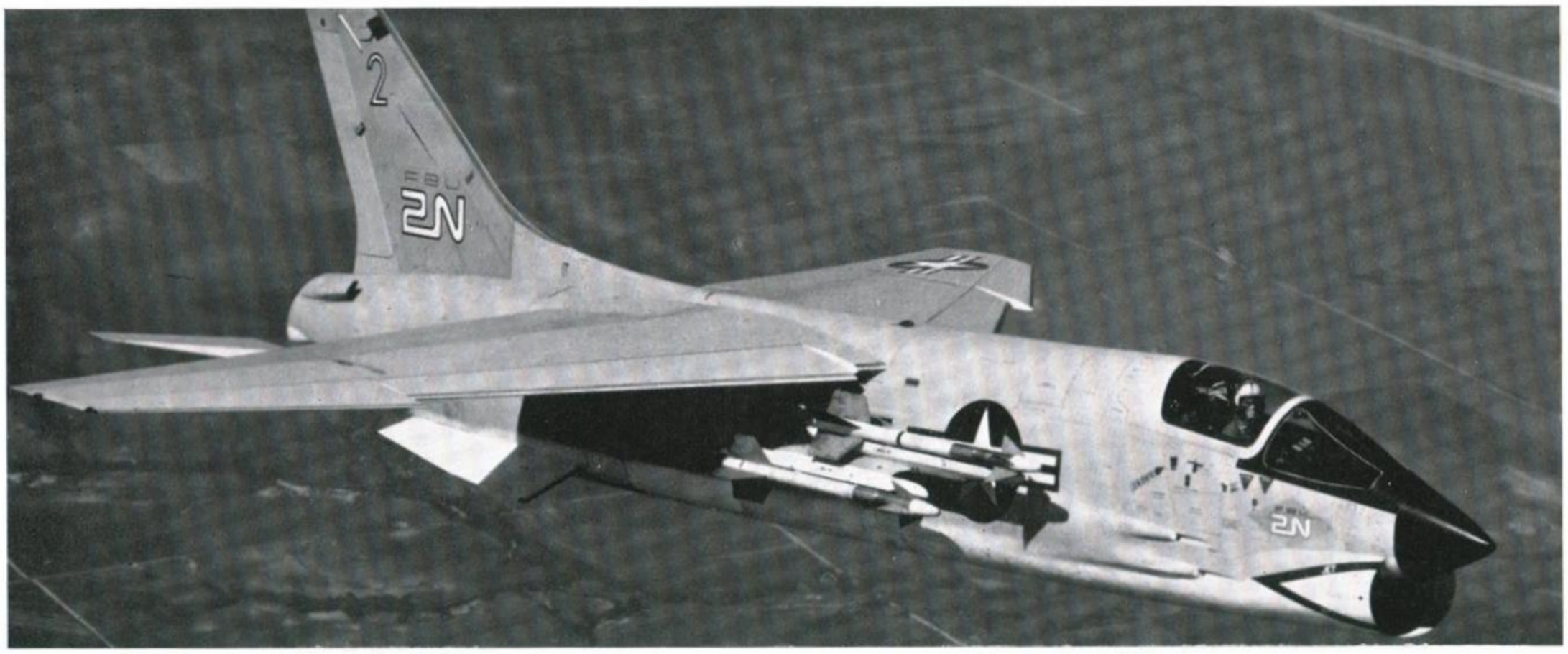
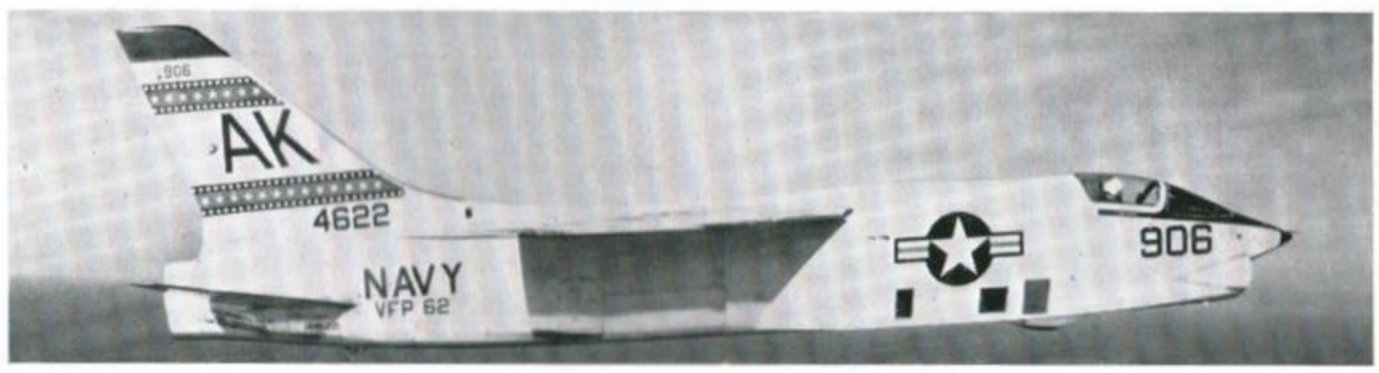
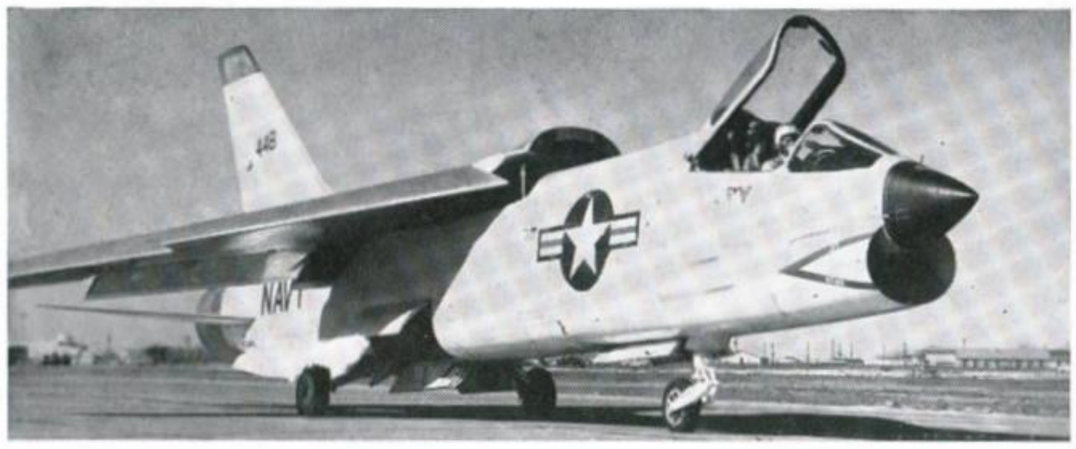


First production version of the Crusader, the F8U-1.



Photographic reconnaissance version of the F8U-1, the F8U-1P.

Two-seat trainer version of the F8U-1, the F8U-1T.



Improved version of the F8U-1 with increased power, the F8U-2.

Latest version of the Crusader, the F8U-2NE with improved radar.

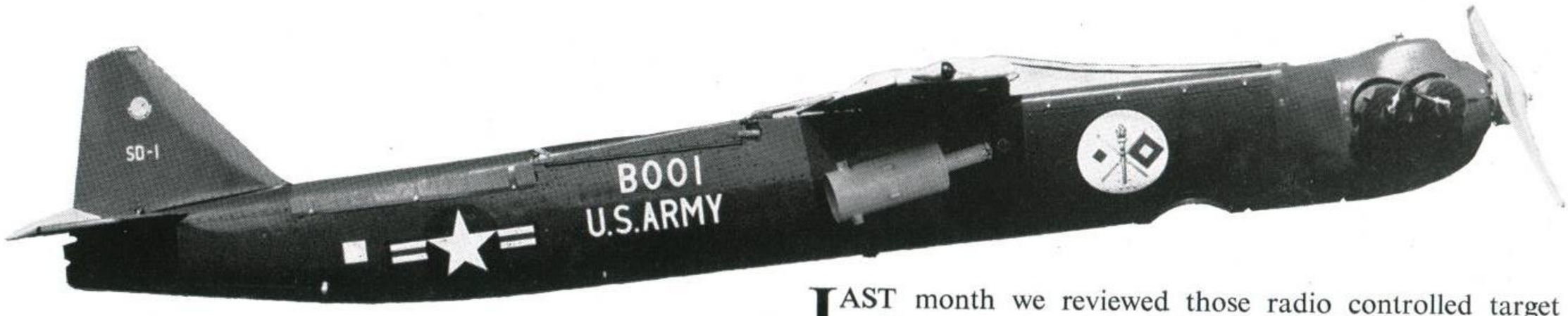
The F8U-2N all-weather intercepter version of the Crusader is now in production for the U.S. Navy and U.S. Marine Corps. Its fixed armament is four 20-mm cannon of which the faired-in barrels lie beneath the cockpit, and four Sidewinder air-to-air missiles which are so positioned that it would appear from these photographs that the American national insignia needs re-positioning further forward.

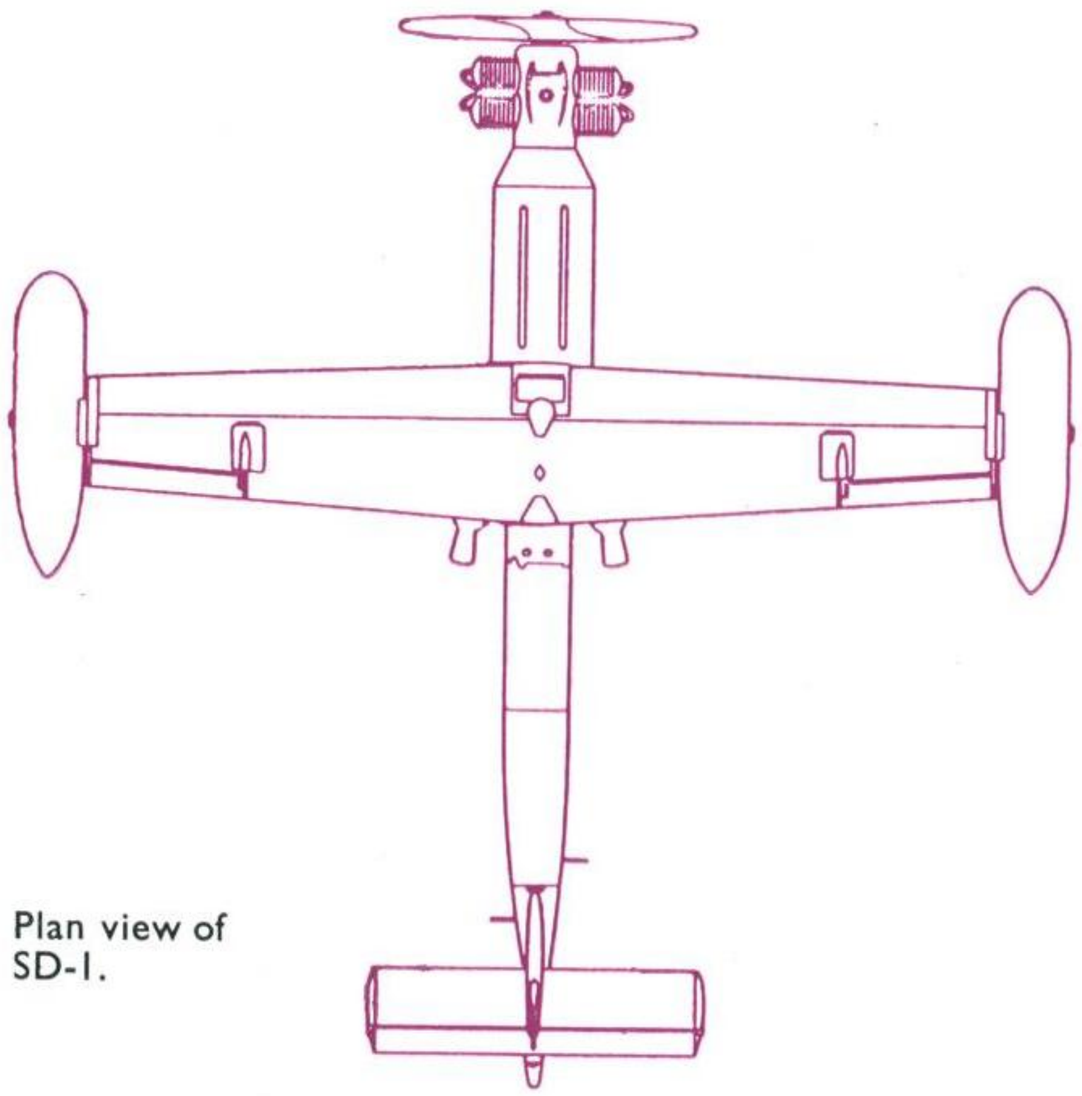
The U.S. Navy's F8U Crusader is a single-seat fighter capable of well over 1,000 m.p.h. There are two main versions, the F8U-1 and F8U-2; an F8U-3 only reached the prototype stage.

Externally, the F8U-2 differs from the F8U-1 by fixed ventral fins on the bottom, rear of the fuselage and afterburner airscoops on the tail cone. Both these features are apparent on the F8U-2N shown above.

F8U stands for 8th Fighter design by Chance Vought once part of United Aircraft. The model numbers "-1" and "-2" approximate to mark numbers and suffixes are indicative of the aircraft's role i.e. F8U-1P photo-reconnaissance, F8U-1E special electronics, F8U-T trainer, F84-2N all weather fighter (formerly night fighter) and F8U-2NE all-weather fighter with improved electronics.

Reconnaissance and Multi-Purpose Drones





Plan view of SD-1.

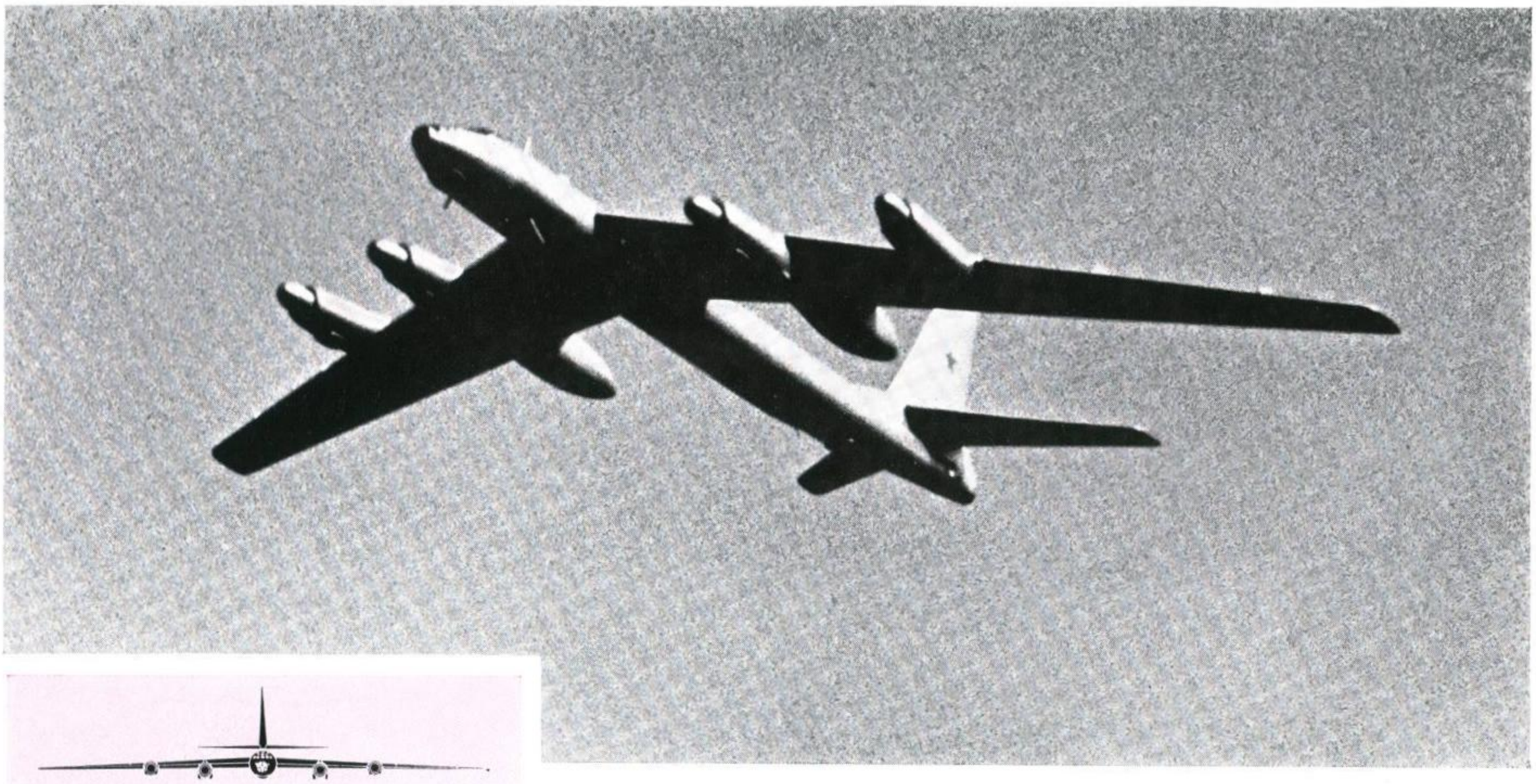
The U.S. Army's Aerojet SD-2 making a rocket-assisted take-off. It can scout enemy positions by photography, television or other devices and land by parachute over a point to which it has been controlled from the ground.

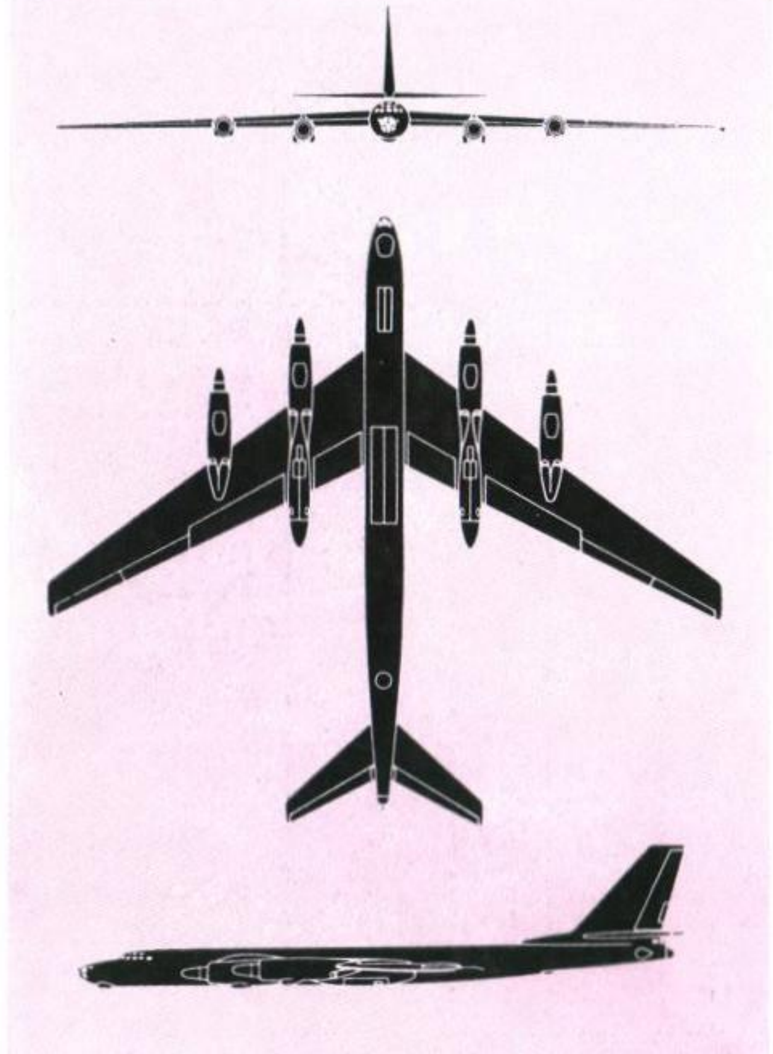
LAST month we reviewed those radio controlled target drones that it was possible to identify visually. This month we are reviewing drones developed for surveillance which, because they are required to bring back evidence by cameras, photographic or television, usually fly at speeds well below Mach 1; others are designed for laying smoke-screens, testing equipment or even the carriage of equipment to isolated units in addition to their reconnaissance roles, and are known as multi-purpose drones.

Listed below are reconnaissance and multi-purpose drones, in common use, that could be detected visually. They should be well-known and we shall be publishing lessons on them in the future.

Manufacturer	Designation (Firm or Service)	Speed m.p.h.	Span feet	Country of Origin	Remarks
Aerojet	U.S. Army: SD-2	345	13	U.S.A.	Can be adapted for chemical warfare.
Beechcraft	Model: 1013	260	12	U.S.A.	Can be adapted for transporting supplies
Fairchild	U.S. Army: USD-5	680	24	U.S.A.	Reconnaissance.
Meteor	Model P.2	323	12	Italy	60 mile radius for T.V. coverage.
Radioplane	U.S. Army: SD-1	184	11	U.S.A.	Used by British Army.

"Peeping Tom" the U.S. Army's Radioplane SD-1 as used by the British Army. It may be noted that the aircraft is marked with roundels in the normal way and numbered in the current series for aircraft.





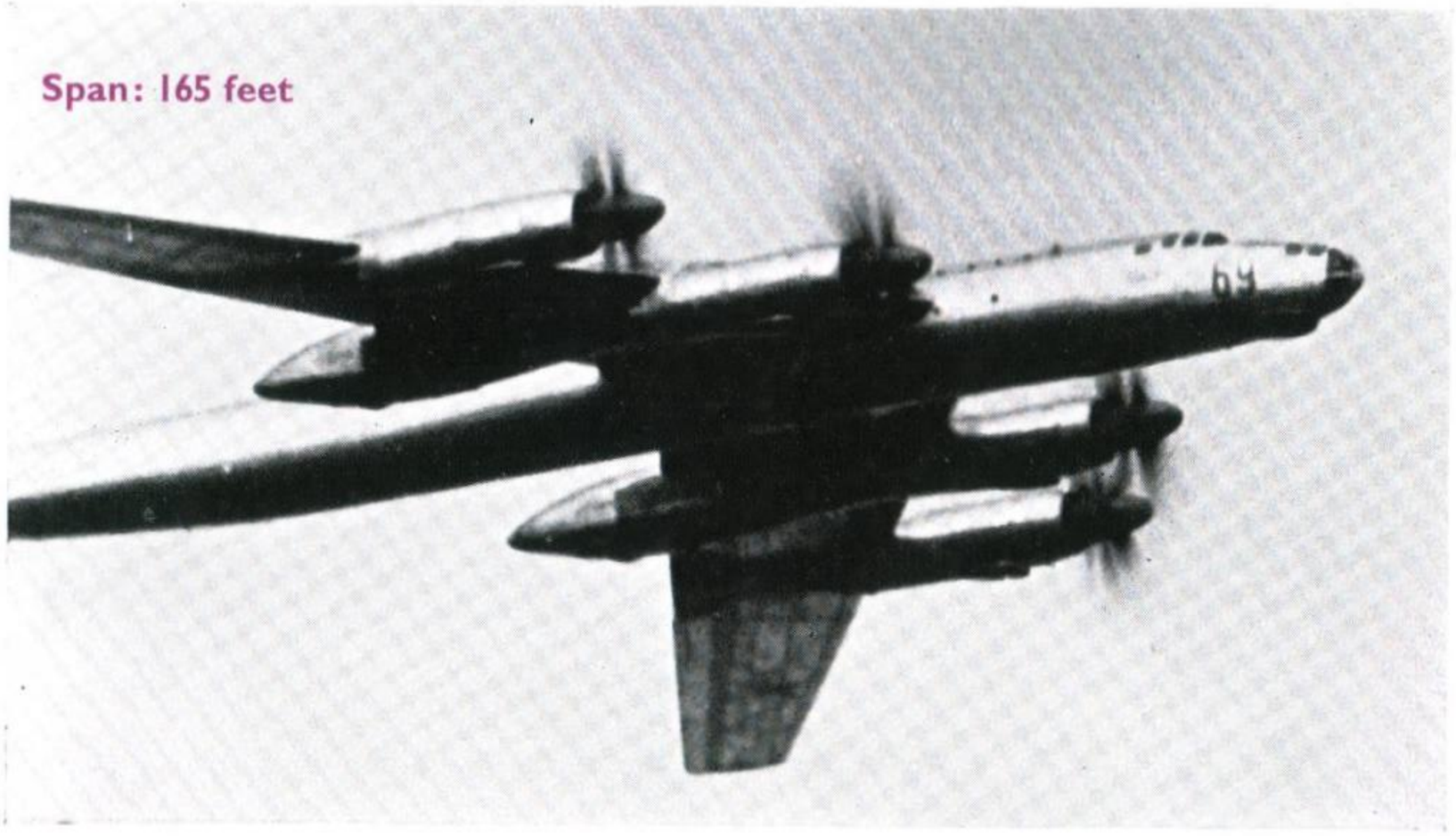
BEAR

The most impressive thing about the Russian turboprop bomber is its size. It has a wing span of 165 feet compared with 114 feet of the largest British bomber. At a distance it appears of clean design like its civil counterpart, the giant Cleat airliner, but a closer examination reveals blisters and masts, not to mention gun positions. The key views are of the Bear "A."

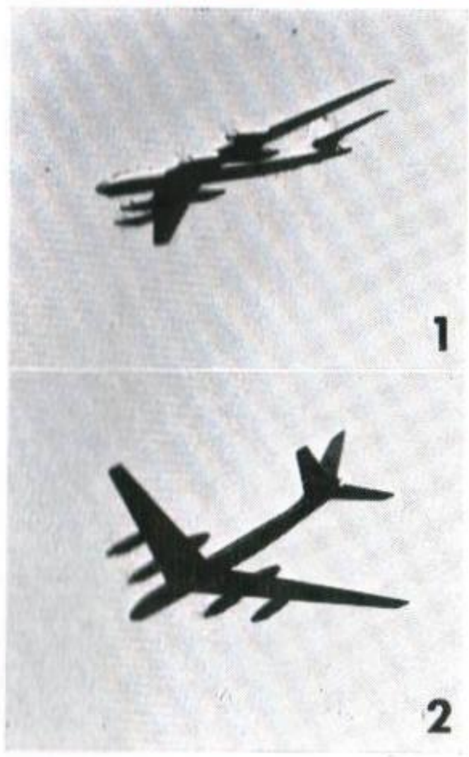
One version, with a modified nose, appears to carry a stand-off bomb, and photographs of this, the Bear "B," are shown on page 234.

To learn the outline of Bear, first read the lesson instructions on page 237, and then using the keys views above and below and the adjacent silhouette views, give consideration to the 28 target views displayed.

Span: 165 feet



Targets start here

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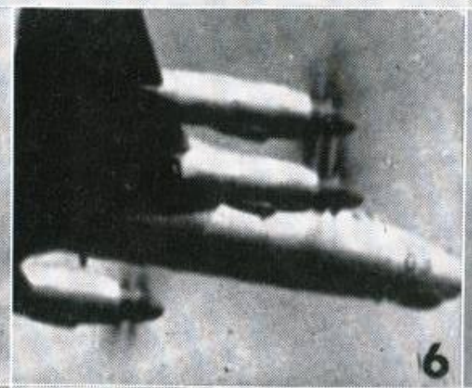
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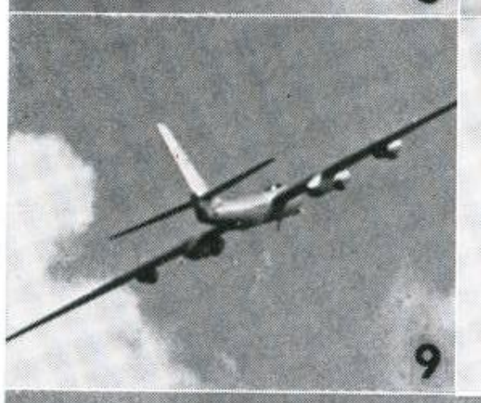
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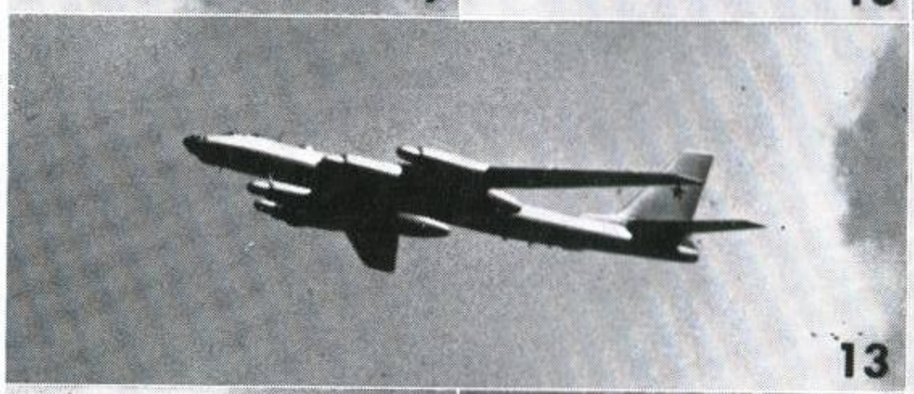
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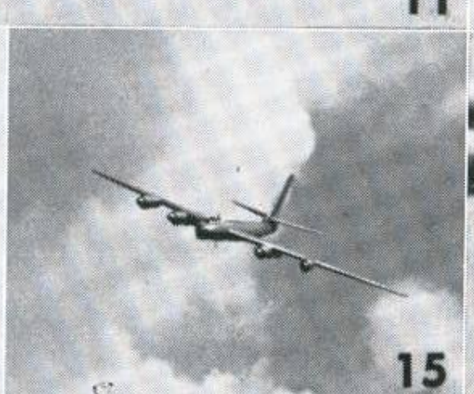
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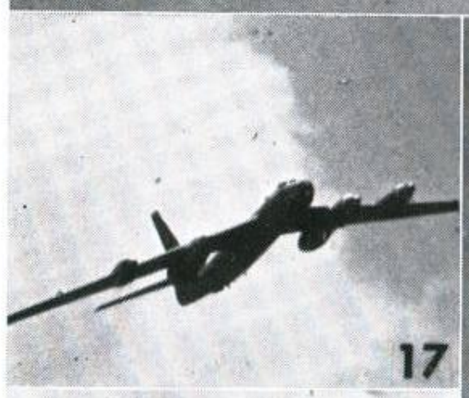
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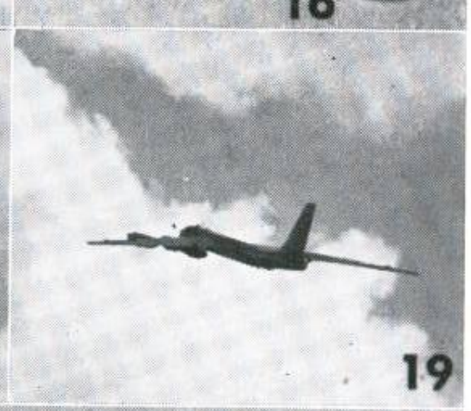
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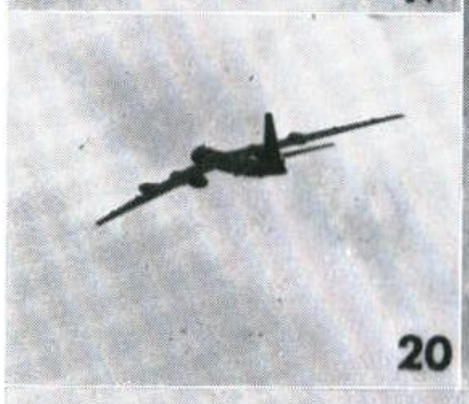
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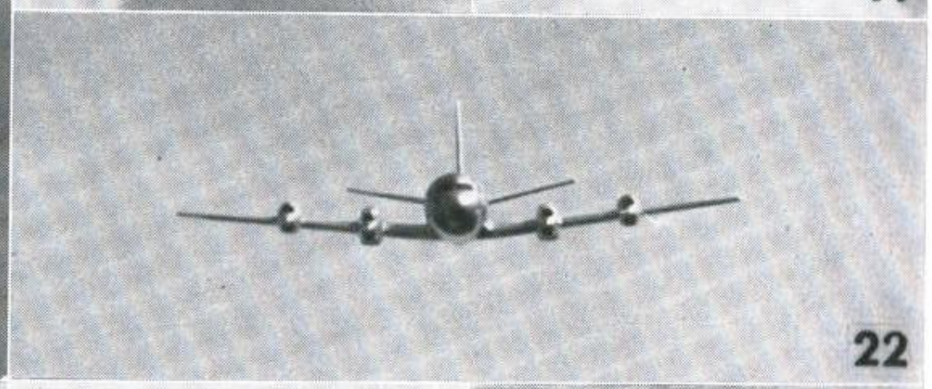
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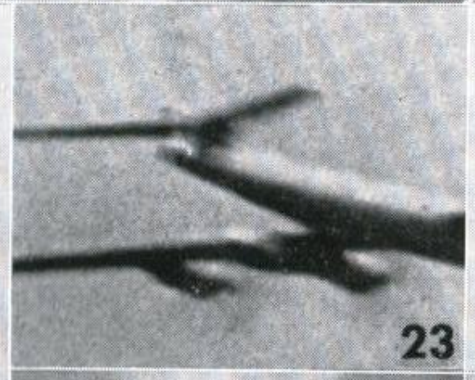
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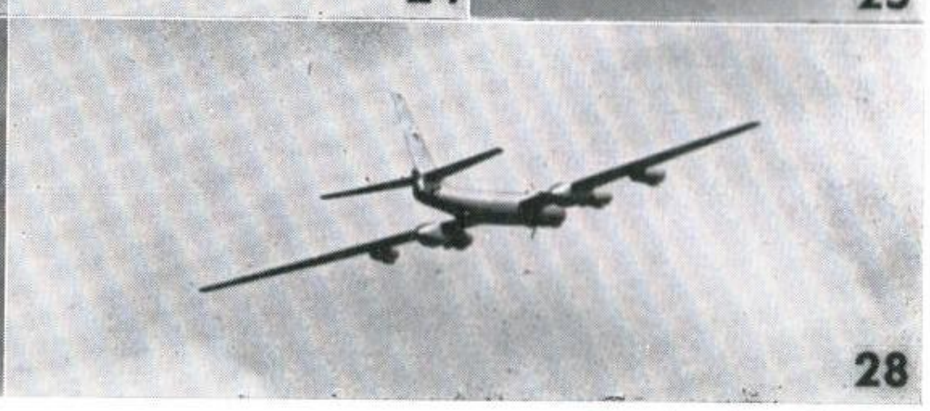
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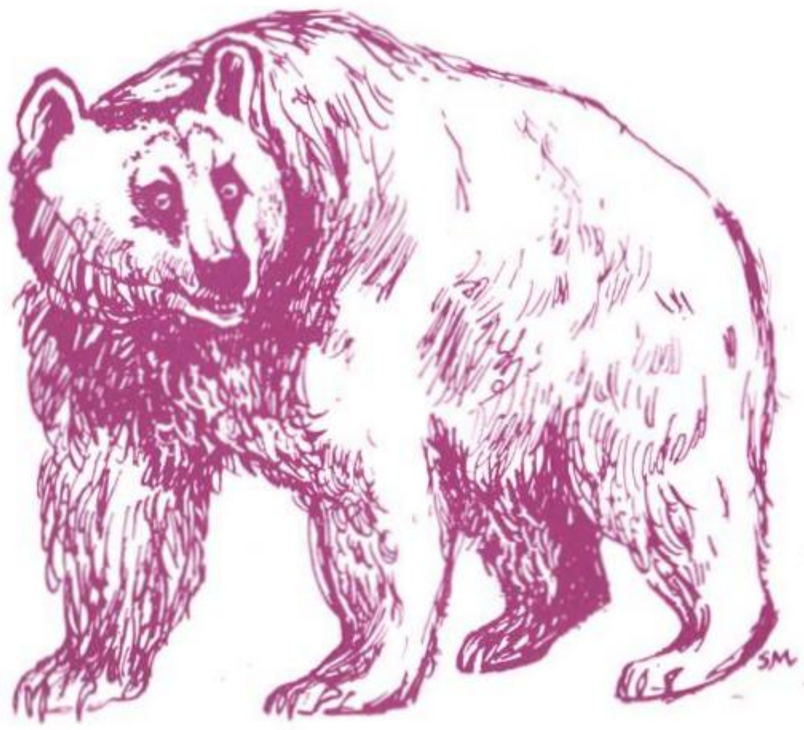
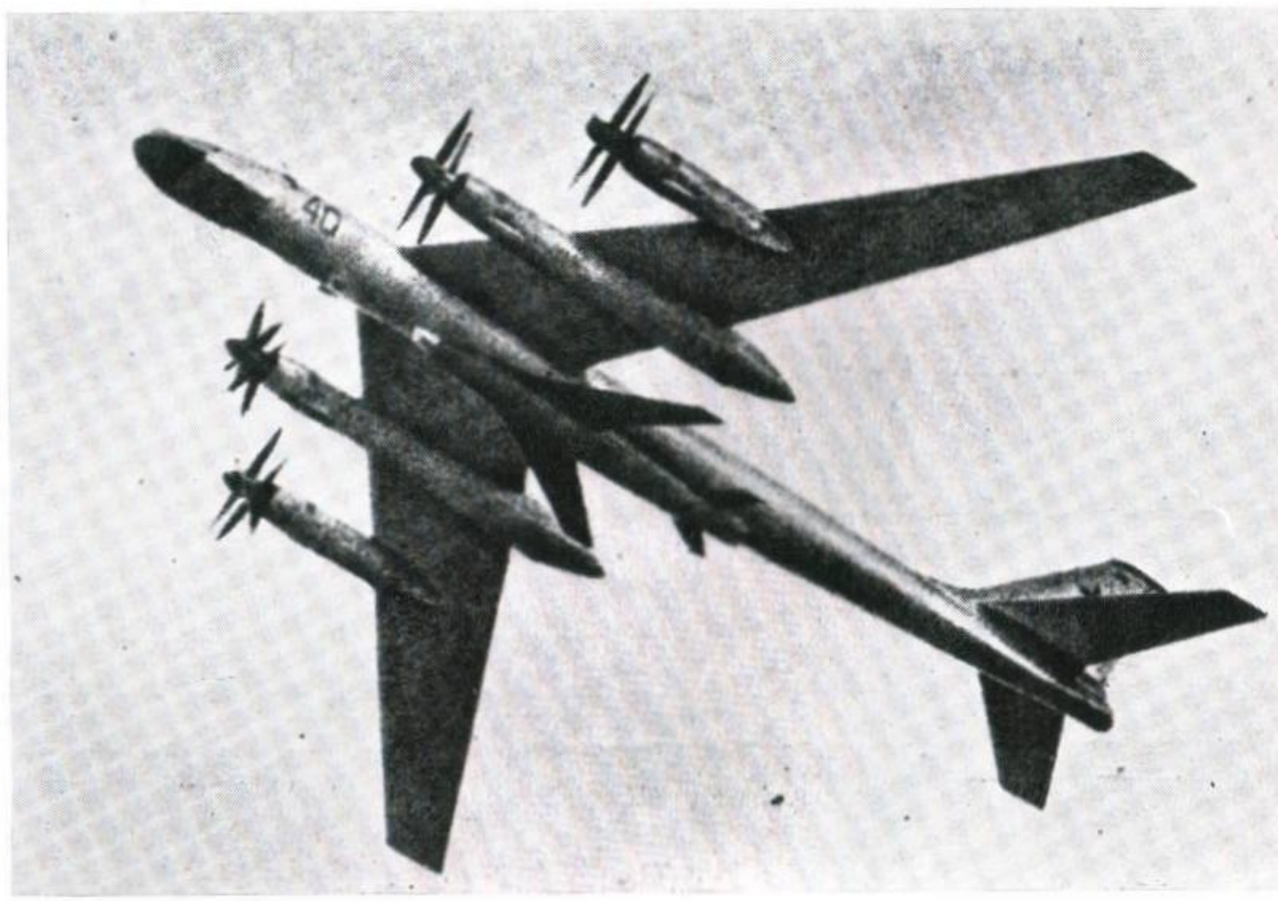
Continued overleaf . . .

BEAR

A formation view of Bears carrying what appears to be, from a closer view shown at the right, a stand-off bomb that has a configuration similar to that of the Fitter fighter. These bombers are known as Bear "B."





FLYPAST

To test your ability at aircraft identification these 25 formation shots are presented for you to list by name *before* checking with the answers on the rear cover.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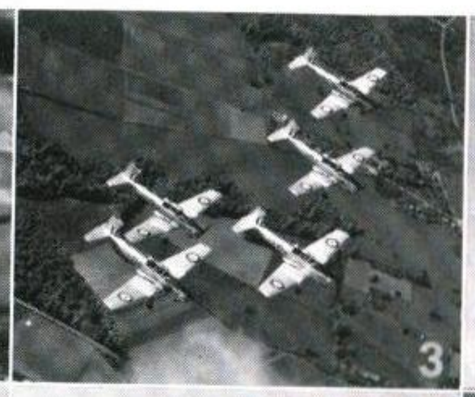
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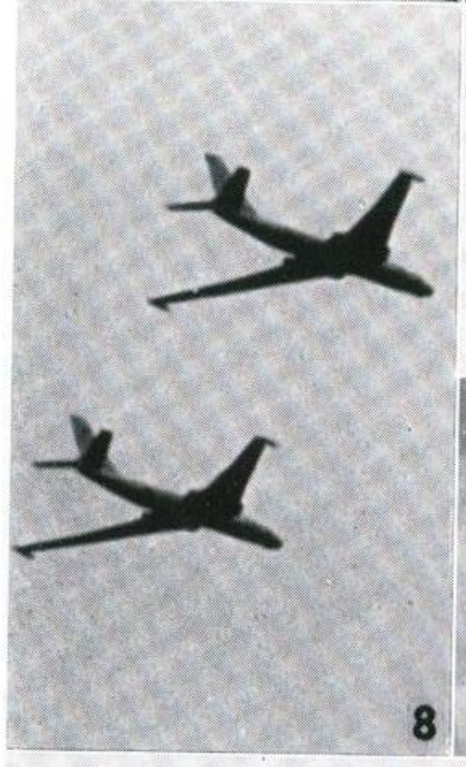
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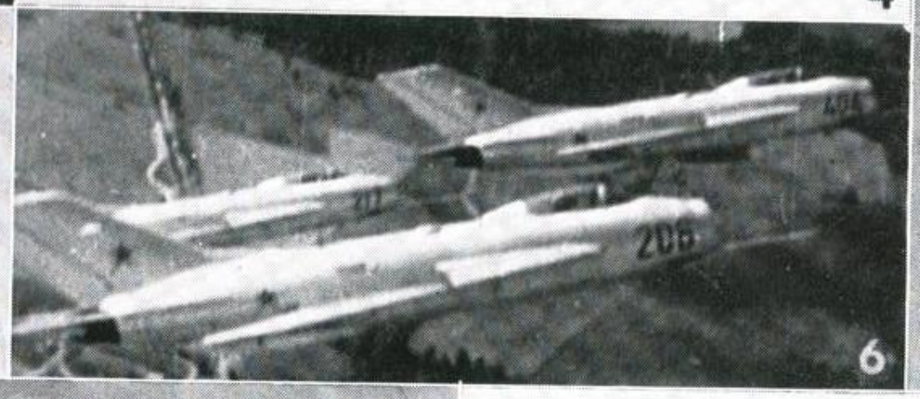
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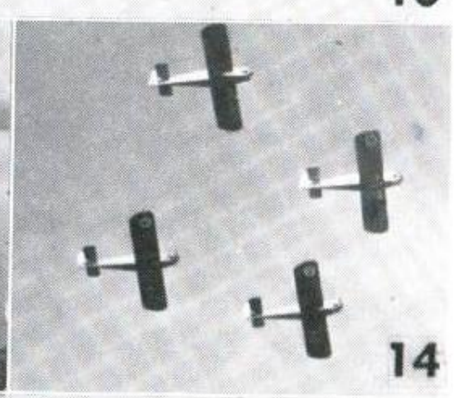
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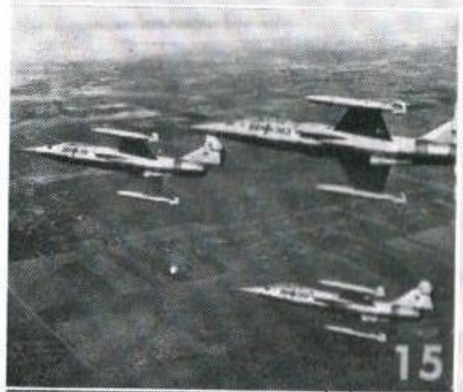
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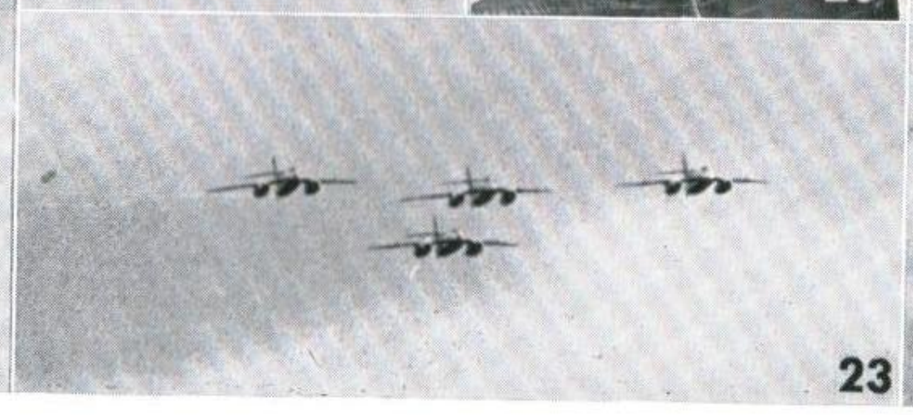
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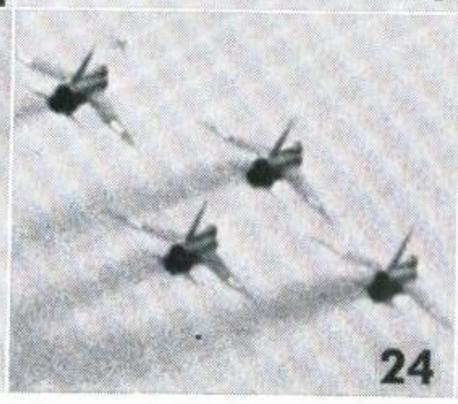
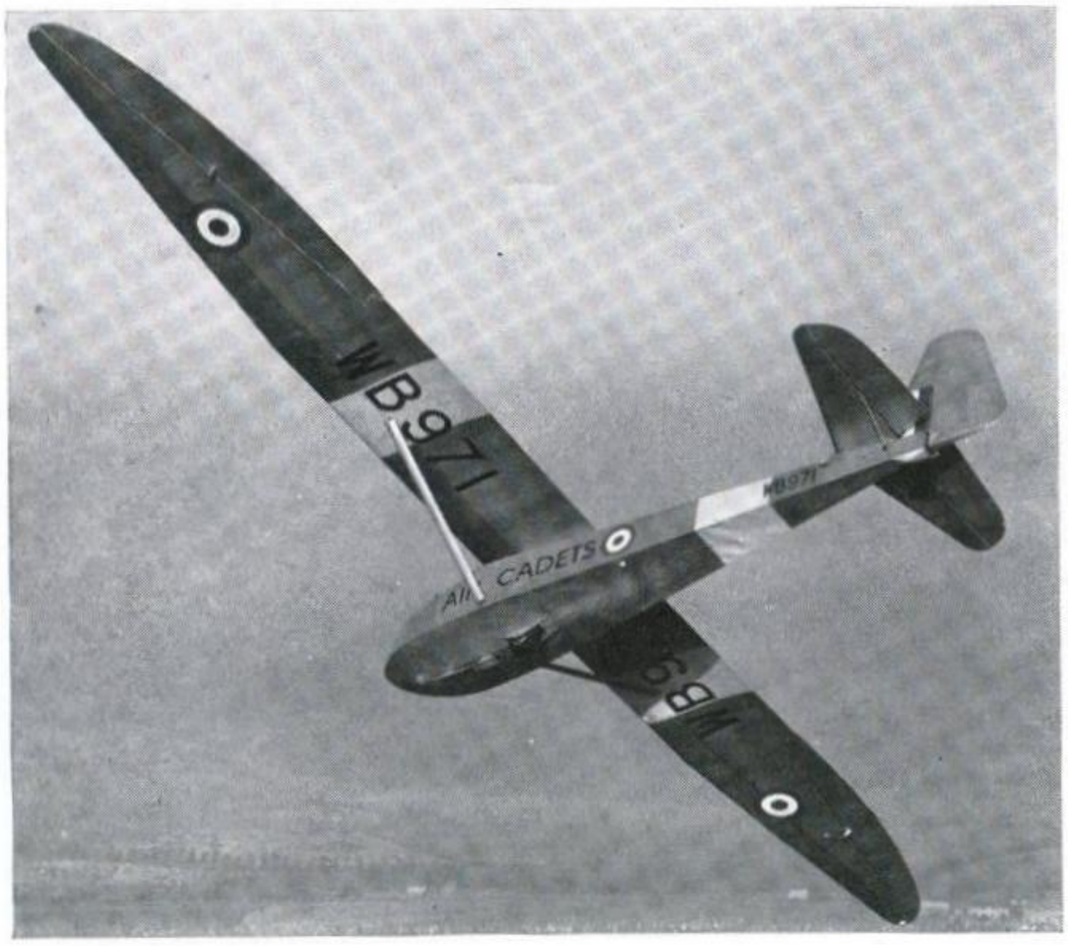
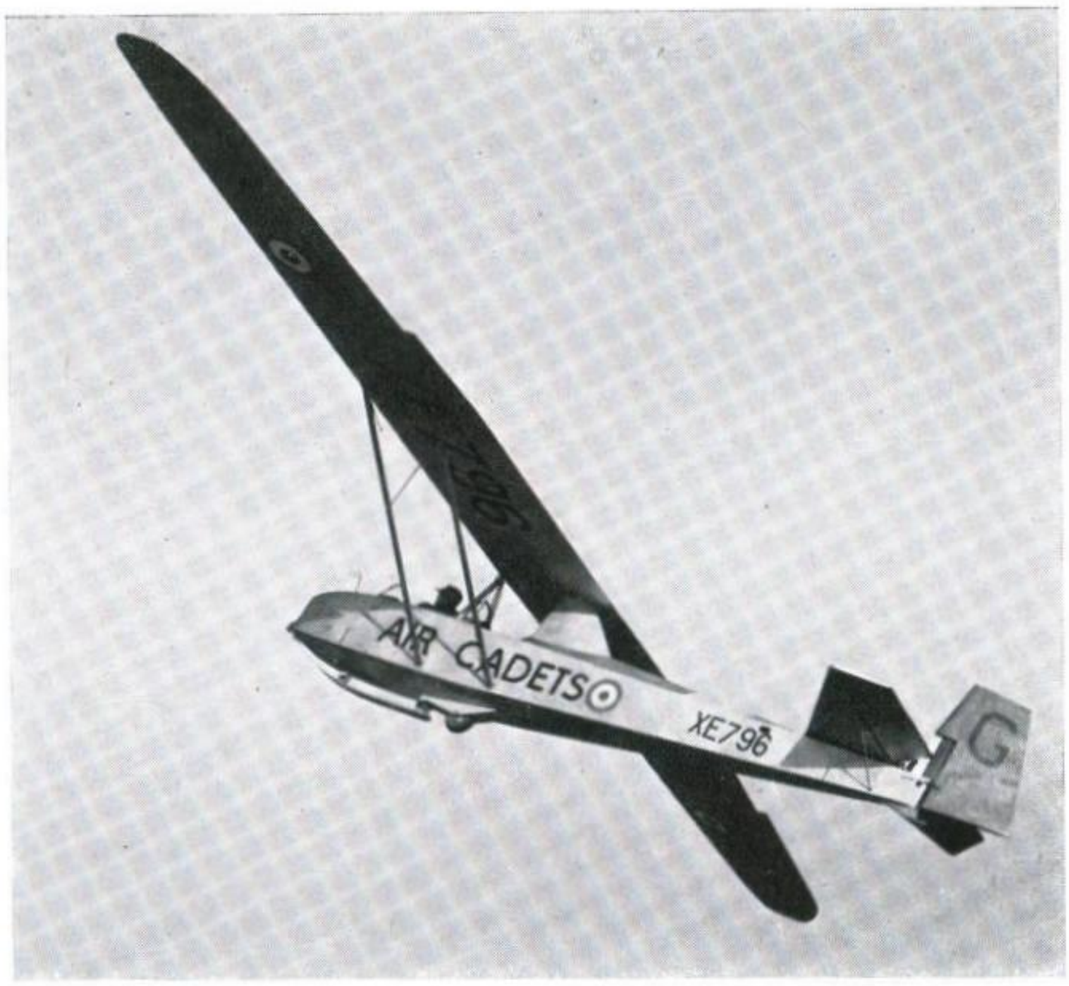

24

In The Air





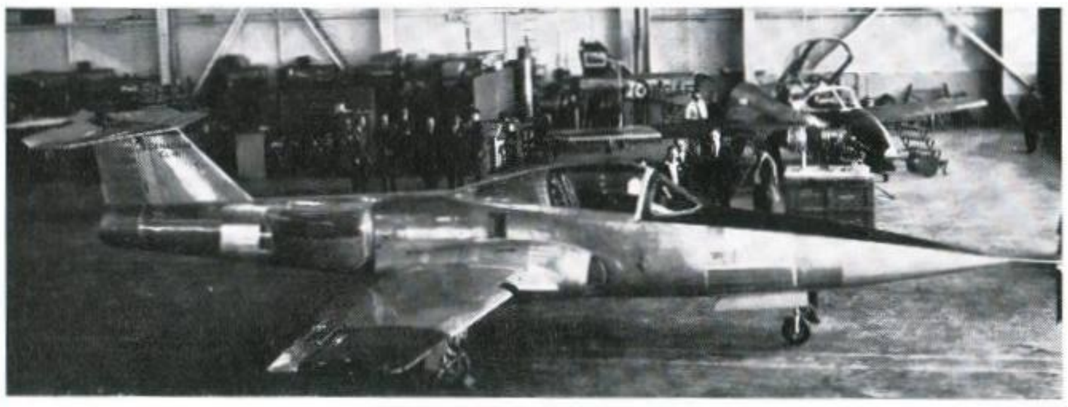
Air Cadets in the Air

Two main types of glider, both produced by Slingsby Sailplanes, are used by the Air Cadets. These are the Sedbergh TX. Mk.1 (left) and the Cadet TX. Mk.3 (right). For initial hops Air Cadets use Grasshoppers and for advanced gliding a number of Prefects are available.

briefs

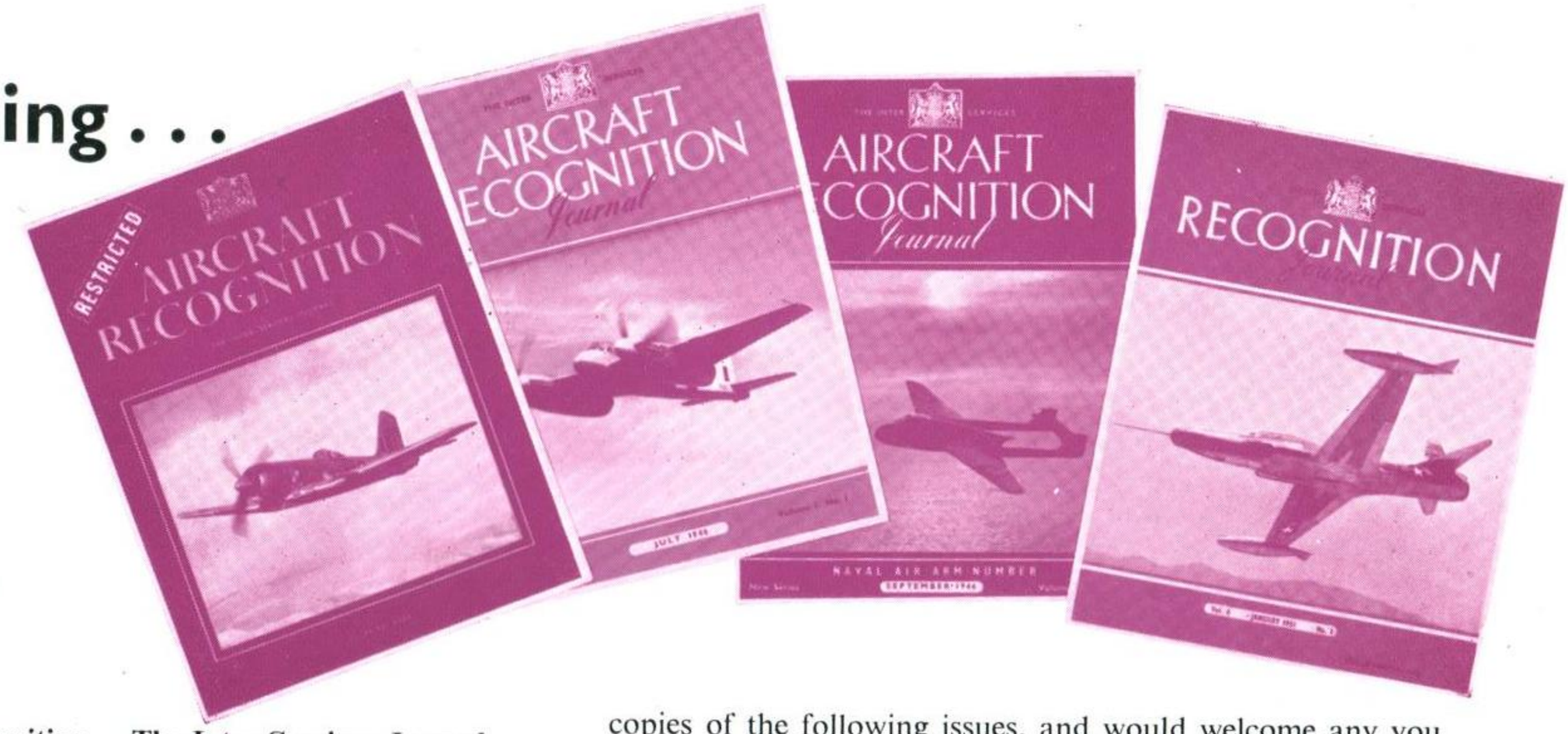
a collection of items of news and interest.

The Canadair CL-41 pilot trainer will be known as the CL-41A to distinguish it from the CL-41R advanced systems trainer which is under development (below).



A demonstration of the CAMEL (Collapsible Airborne Military Equipment Lifter) concept, by which 18 packets such as is shown in the top photograph could be transported by a C-130 Hercules and assembled into 18 six-seater helicopters as shown in the lower photographs.

In Passing . . .



Journal Issues from September 1942

Aircraft Recognition — The Inter-Services Journal

Vol. 1 Nos. 1–12 September 1942–August 1943
Vol. 2 Nos. 1–12 September 1943–August 1944
Vol. 3 Nos. 1–13 September 1944–September 1945

This Inter-Services Aircraft Recognition Journal (New Series)

Vol. 1 Nos. 1–12 July 1946–June 1947
Vol. 2 Nos. 1–12* July 1947–July 1948
Vol. 3 Nos. 1–12† August 1948–August 1949
Vol. 4 Nos. 1–12 September 1949–August 1950
Vol. 5 Nos. 1–3‡ September 1950–December 1950

* July/August integrated † April/May integrated
‡ September/October integrated

Joint Services Recognition Journal

Vol. 6 Nos. 1–12 January–December 1951
Vol. 7 Nos. 1–10* January–December 1952
Vol. 8 Nos. 1–12 January–December 1953
Vol. 9 Nos. 1–12 January–December 1954
Vol. 10 Nos. 1–12 January–December 1955
Vol. 11 Nos. 1–12 January–December 1956
Vol. 12 Nos. 1–12 January–December 1957
Vol. 13 Nos. 1–12 January–December 1958
Vol. 14 Nos. 1–12 January–December 1959
Vol. 15 Nos. 1–12 January–December 1960
Vol. 16 Nos. 1–12 January–December 1961
Vol. 17 Nos. 1–9 January 1962 to date

* January/February and March/April were integrated issues.

Back numbers of the Journal over the last three years can be obtained from A.P.F.S. Kidbrooke through normal publications channels. Copies prior to that are not held in bulk, but a limited number of file copies are held in the editorial office from the first edition to date.

In some cases a few old copies surplus to requirements are held, and we shall be happy to accommodate readers who may have an almost complete set and wish to make it up.

Requests should be made to "The Editor, Joint Services Recognition Journal, Air Ministry, Whitehall, London, S.W.1."

Can you in turn help us? The editorial office is short of copies of the following issues, and would welcome any you can spare:

Vol. 1 No. 1 September 1942
Vol. 3 No. 12 August 1945
Vol. 3 No. 13 September 1945
Vol. 11 No. 1 January 1956

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. **Do not attempt conscious memorising of details, shapes, or names.**

Acknowledgments

We must first apologise for omitting from the July edition an acknowledgment of the help given by Skyfotos Ltd., of Lympne, Kent, in allowing us the use of many of their excellent half-tone illustrations of trawlers for our special feature "European Trawler Types" and its ensuing lesson. Also, as this is a special commemorative edition, we should like to acknowledge their help on many previous occasions in past years coupled with that of Lieutenant Commander E. C. Talbot-Booth, R.D., R.N.R., Director, Ship Recognition Corps, for his valuable services, of advising us on merchant ship matters generally and in providing accurate and comprehensive information on every ship which has appeared in the *Joint Services Recognition Journal*.

CONVAIR
880

The Convair 880 medium range turbojet airliner is serving on airlines in various parts of the world. The main users are Trans-World Airlines and Delta Airlines chiefly on United States domestic routes, but other operators include Alaska Airlines, VIASA of Venezuela and All Nippon Airways of Japan.

Continued overleaf . . .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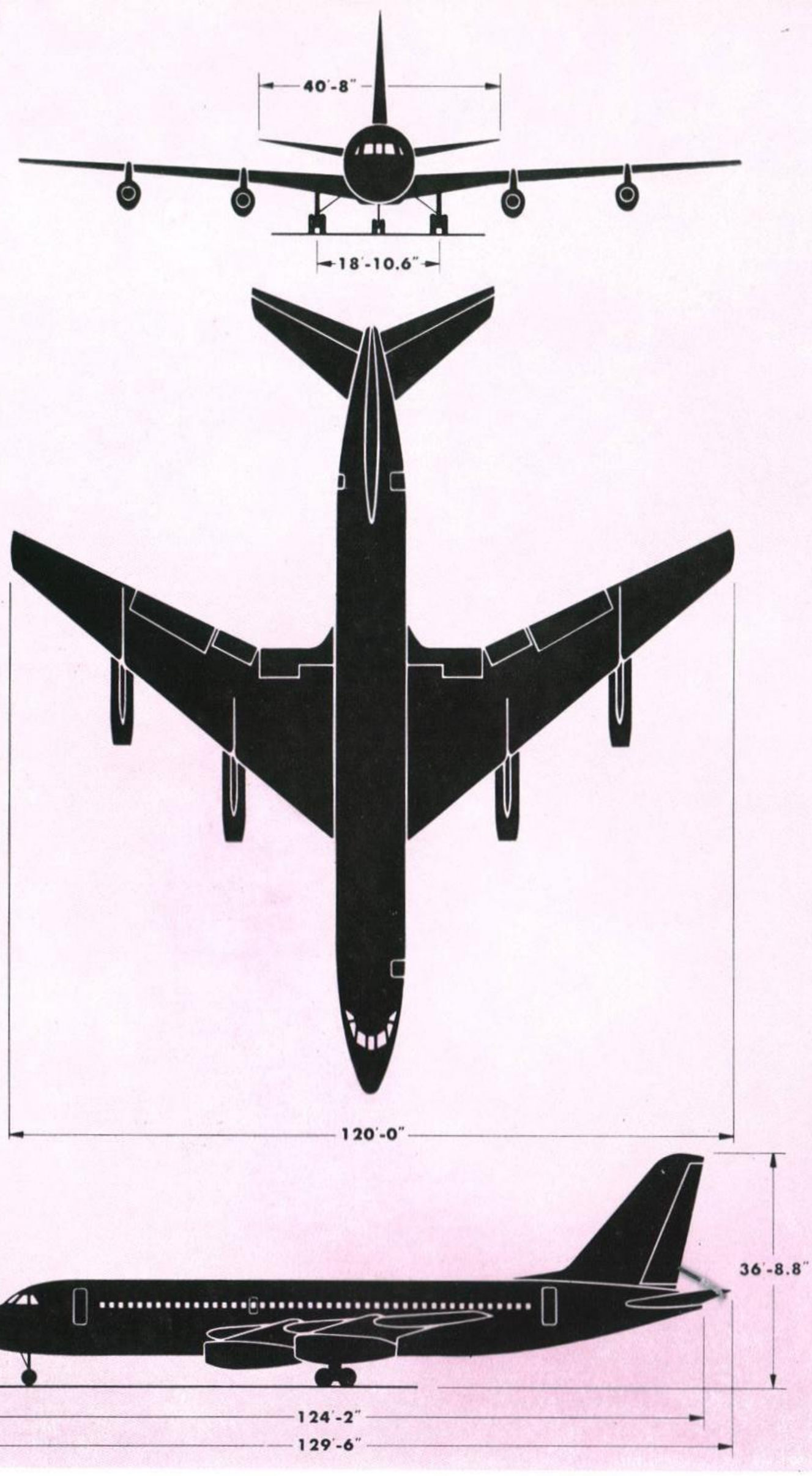

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THE CONVAIR 880 has the basic form of the Boeing 707 and DC-8 and is produced in two models, the 22 and the 22M. These two models differ chiefly in the type of General Electric turbojet installed and are not visually separable. Although the Convair 880 bears a resemblance to the other swept-wing jet airliners mentioned, the practised observer can distinguish them. When you do this lesson your attention will soon come to wing shape. This has a characteristic straight section on the trailing edge before it joins the root fillet, though you cannot always rely on seeing this. There are many other points which go to make up the character of the 880 and these will emerge as you do the lesson, don't memorise—just submit yourself to the lesson instructions on page 237 and you will get a pretty good grasp of them.

A development of the 880, called the 990 is, incidentally, soon coming into service. This has fuel tanks in nacelles that protrude well behind the wing trailing edges, which of course is a great help in identifying the 990.

Continued from previous page . . .

Span: 120 feet


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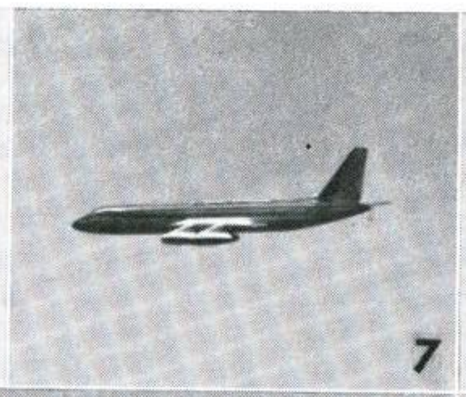
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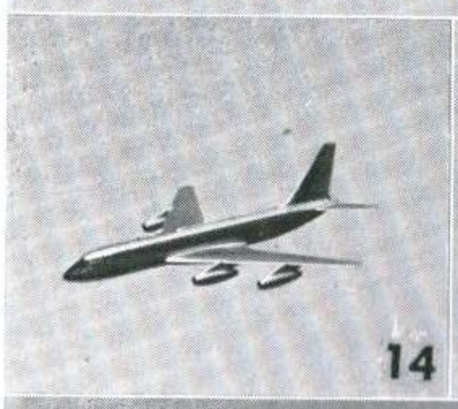
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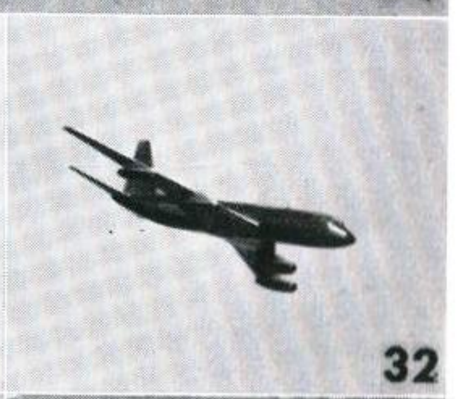
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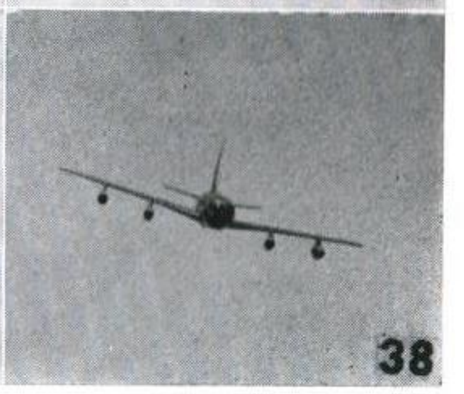
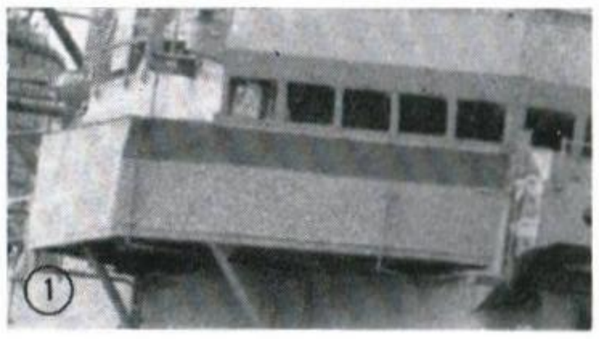

38

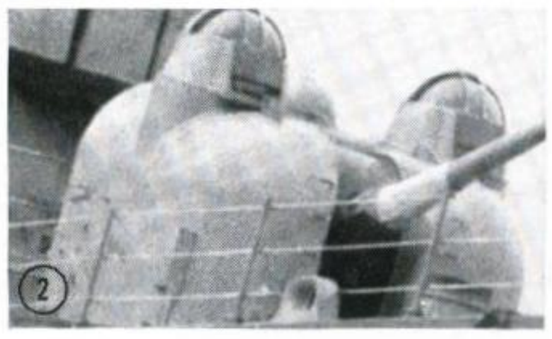
COONTZ CLASS

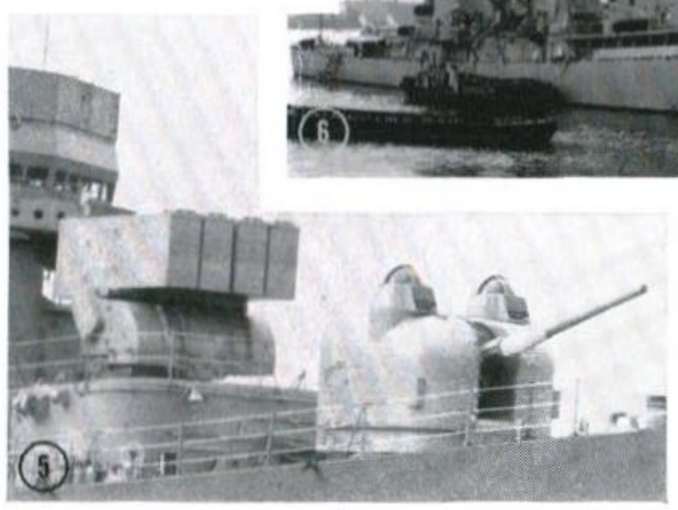
Guided Missile Frigates (U.S.S. LUCE)

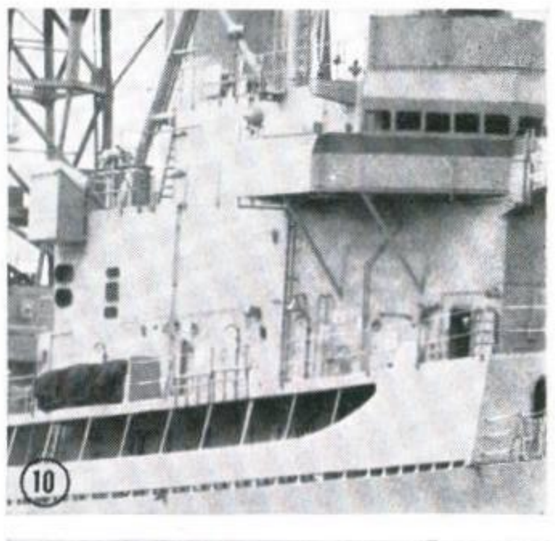
The Coontz Class comprises ten ships fitted to fire Terrier missiles. They are officially rated as Guided Missile Frigates and are of 4,770 tons standard displacement.

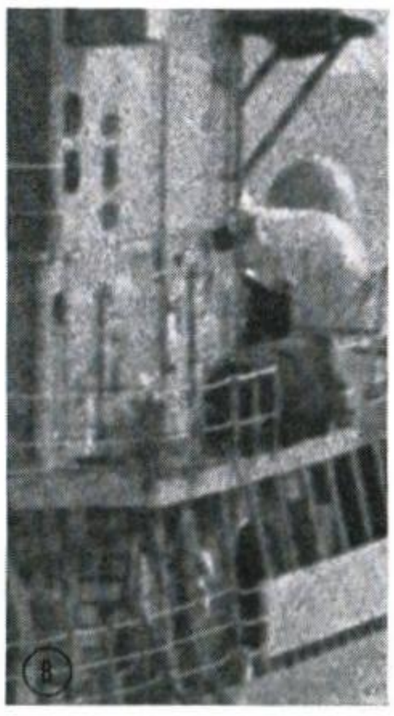
Key views above the line, targets below



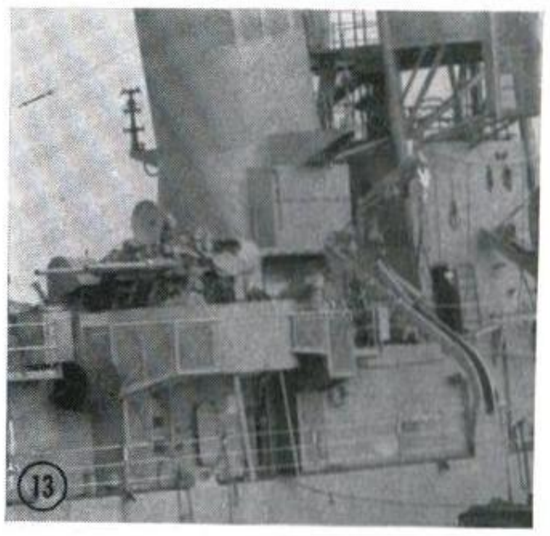


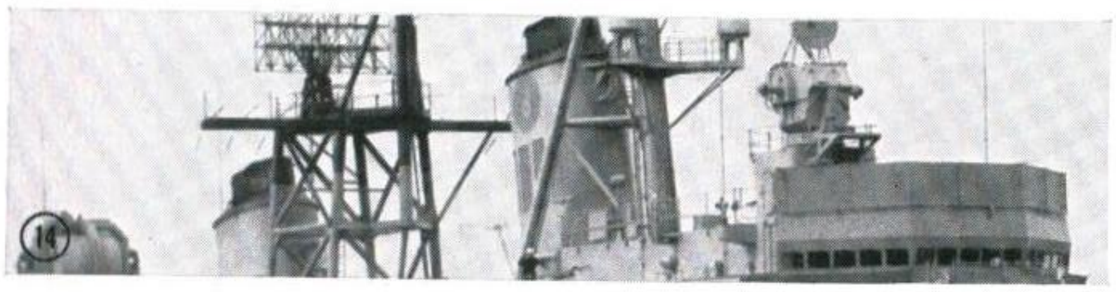


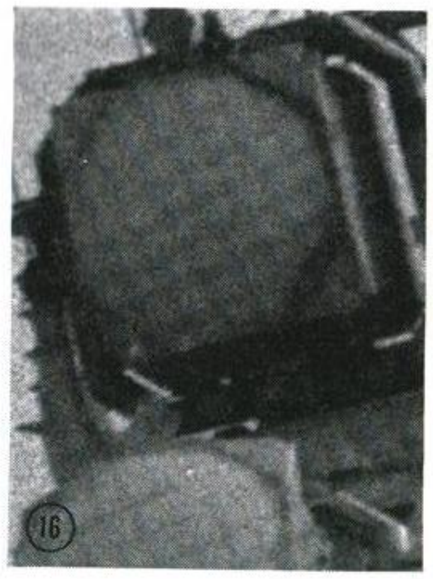


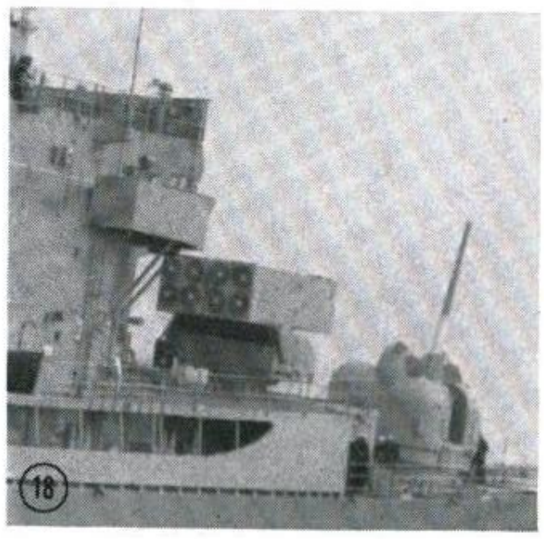


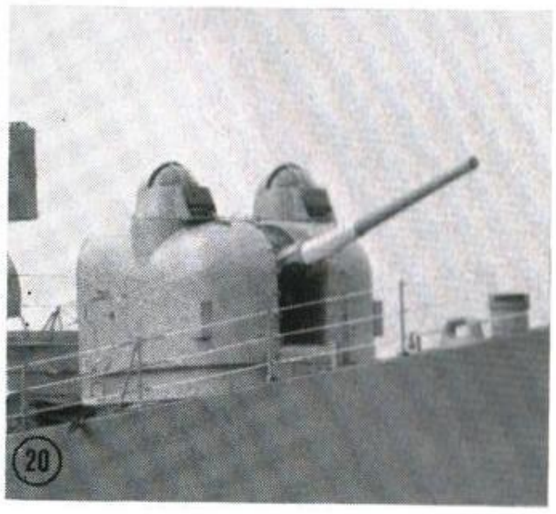
Target No. 7 shows a great amount of detail of one particular part of this frigate and unless you are some sort of an expert you won't have a clue what *anything* is except perhaps that you can pick out a funnel and a mast. However that should not stop you learning to identify a Coontz Class Frigate. You can do that by comparing that target with the key photographs above to see if it "ties up" with any of them. Does it? Good! Write down the answer on your target list "Coontz." When you have a complete set of answers—arrived at by carefully checking each target with the key—you will know a Coontz Class Frigate—and how! A list of answers appears on the cover.

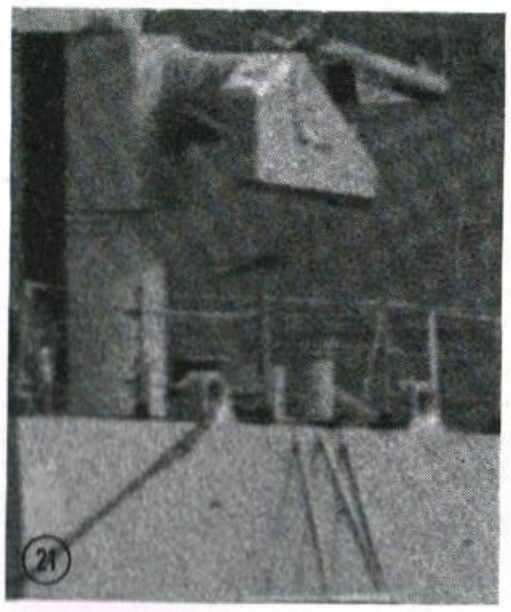


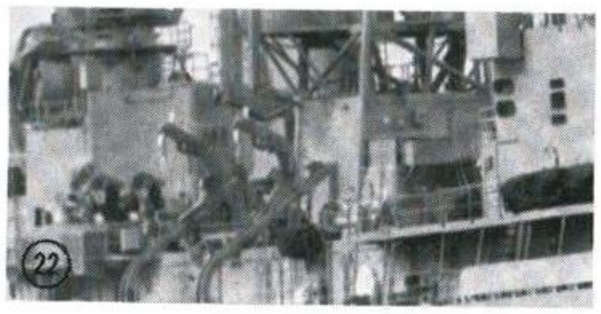


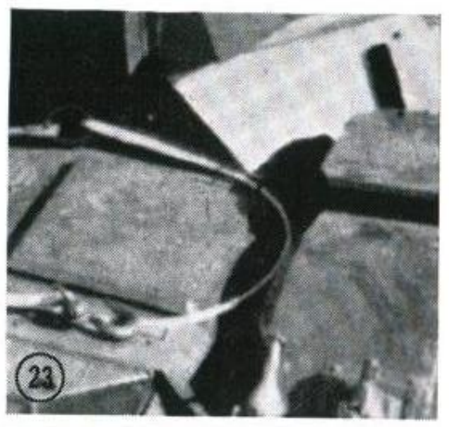












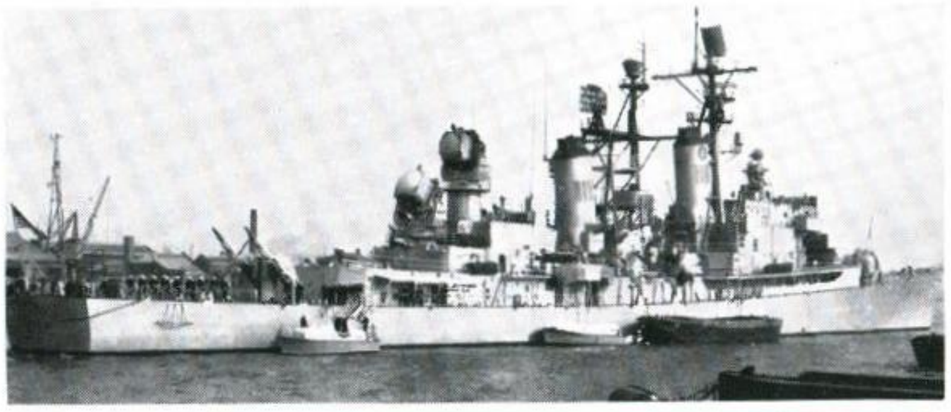
Coontz Class

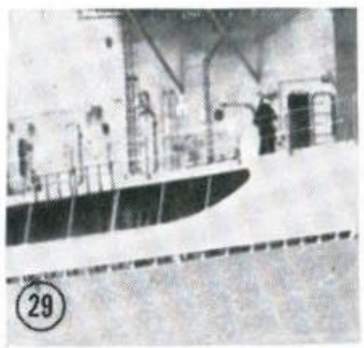
Armament: 40 Terrier missiles. 6 × 21 inch torpedo launchers and other anti-submarine weapons. 3 × 5 inch, 6 × 3 inch guns.

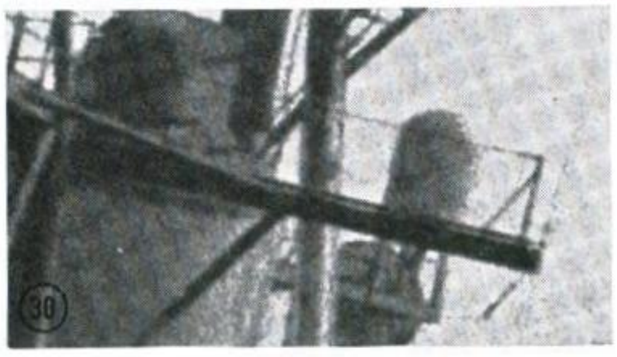
Dimensions: Length: 520 feet.

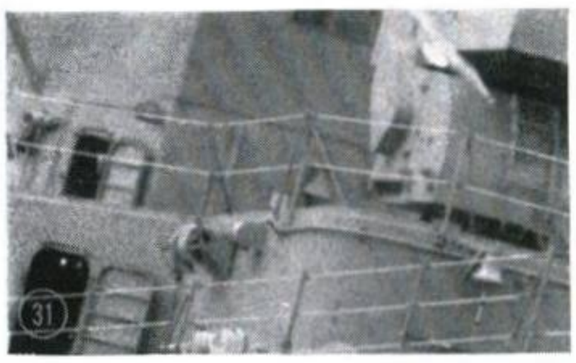
Beam: 52 feet.

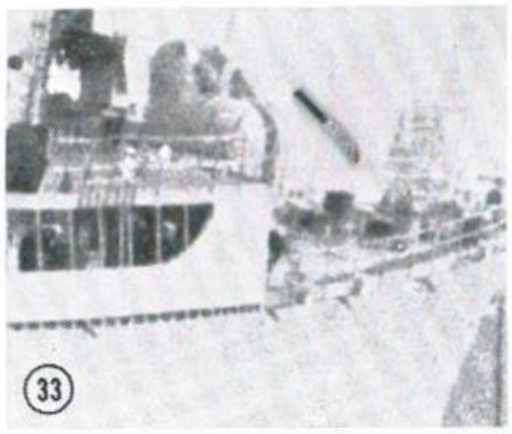
Complement: 24 officers. 335 men.

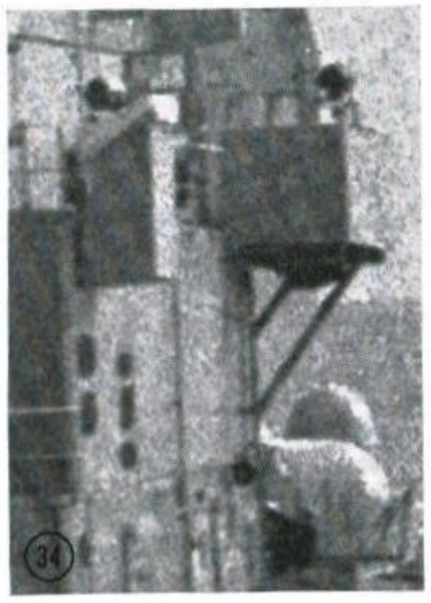


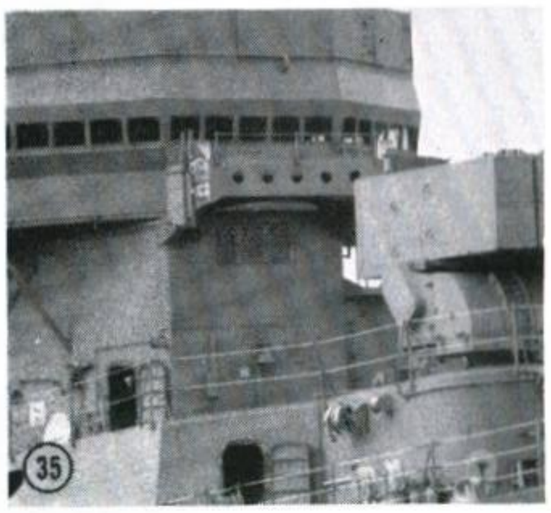


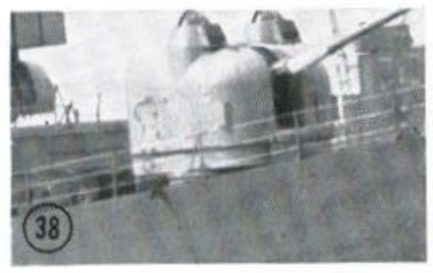


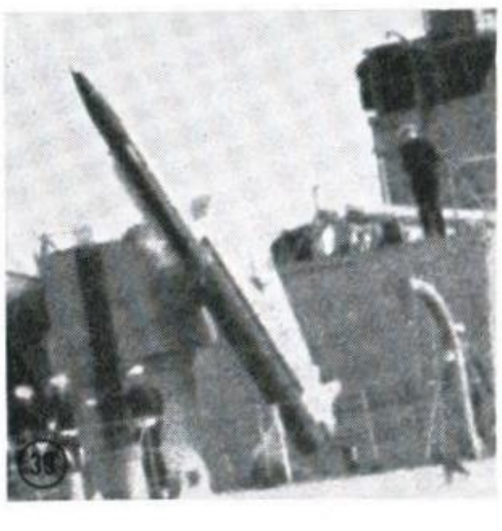


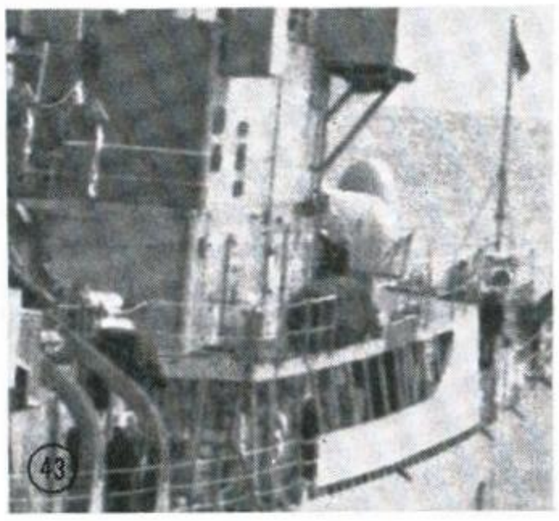


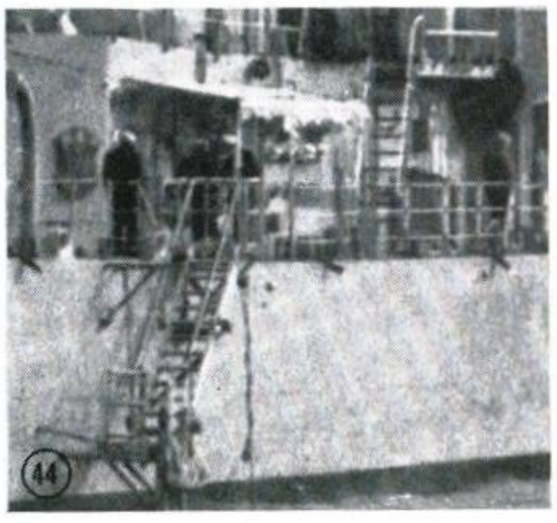


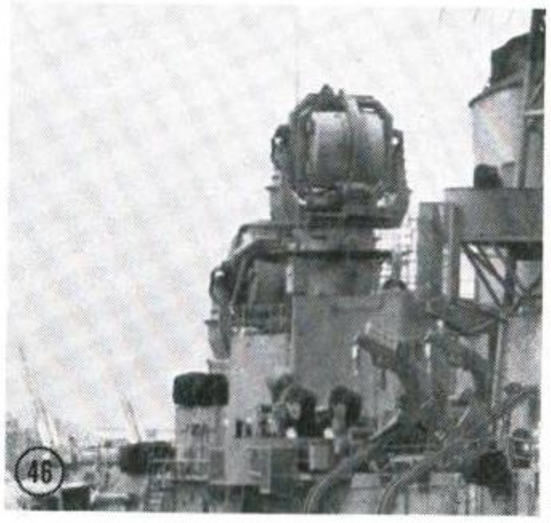








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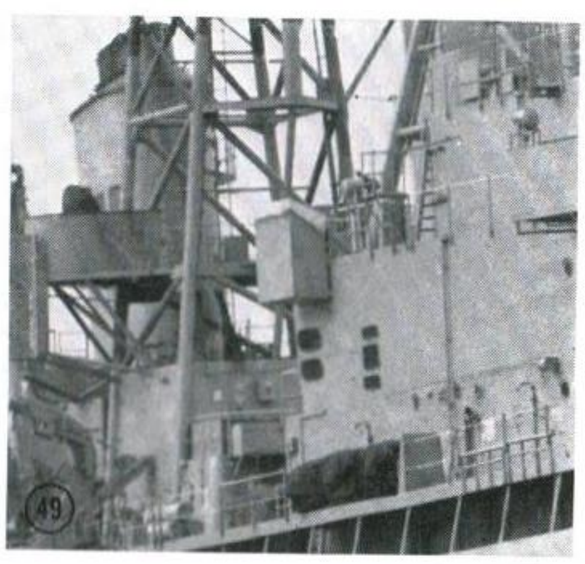
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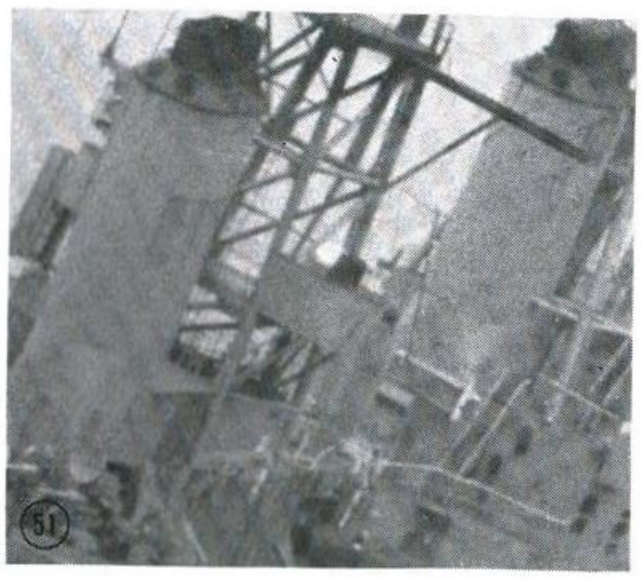
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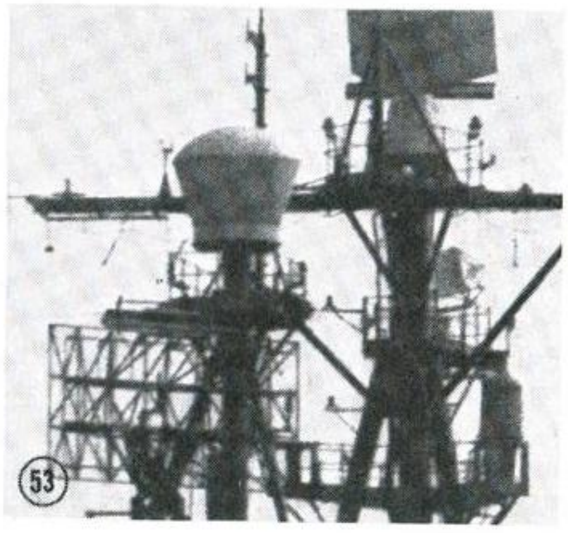
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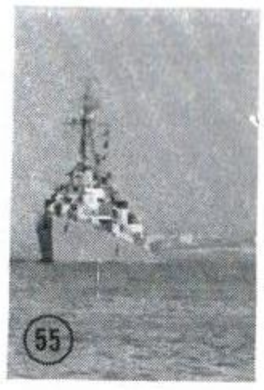
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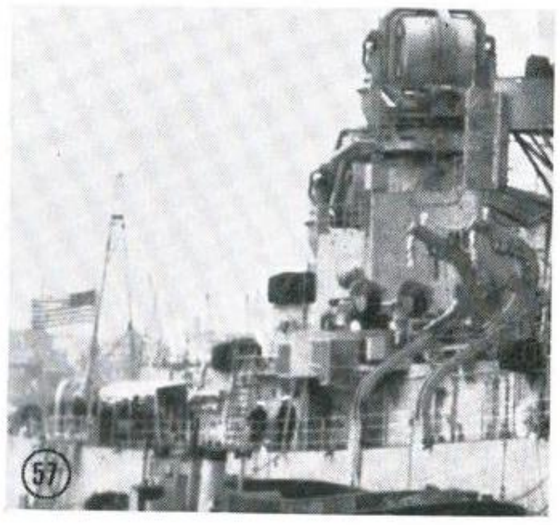
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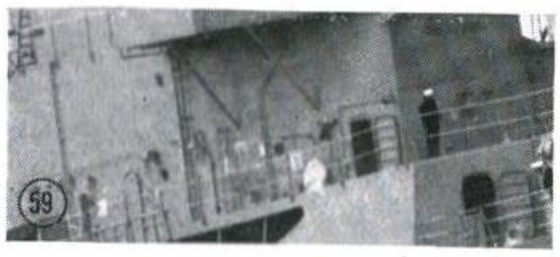
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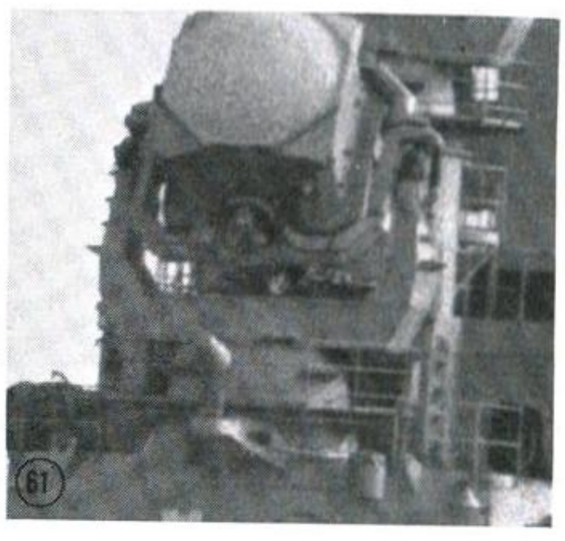
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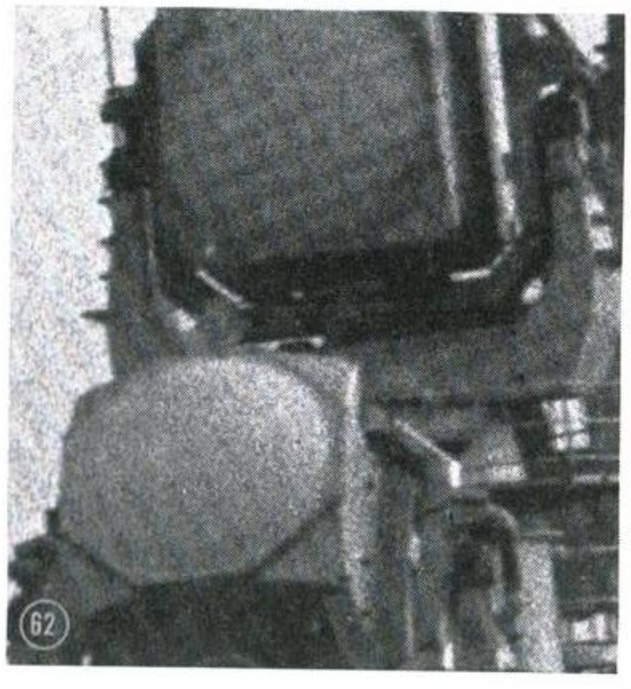
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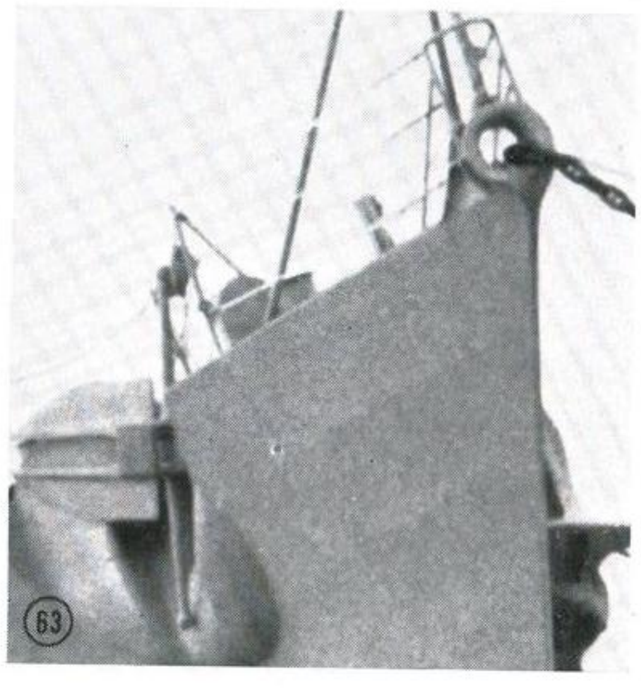

63

FIFTY-YEAR RETROSPECT

by G. D. H. Linton

(The writer, as chief Recognition Instructor at an A.A. Divisional School in 1942, contributed an article which was printed in the very first issue of the Journal).

S.E.5A and Bristol Britannia.

R.A.F. UPAVON, on the open ground of Salisbury Plain, was the scene on a perfect summer afternoon (16th June) of an historic air occasion. Those with long memories—like Marshal of the Royal Air Force Sir John Salmond, who took the flypast salute—must have conjured visions of the same airfield in another June, 50 years before, when the famous Central Flying School of the then Royal Flying Corps was born.

To others, no doubt, the ghosts of Upavon were the R.A.F's fighter pilots of the inter-war years, with their shapely, colourful single-seat Siskins, Woodcocks, Gamecocks and Bulldogs—all missing, alas, from the 1962 parade. To the airminded of today on a first visit, it must have seemed an absurdly small grass field, fit only as the adjunct to a Command Headquarters (Transport Command is in fact based at Upavon). But there was "contemporary" flying of the highest standard to awake the echoes and, for a time at least, sweep away any purely "traditional" emotion.

The display was staged to mark the Golden Jubilee of British military aviation, and, like the S.B.A.C. Display at Farnborough, embraced both static and flying elements. Heading the 600 special guests was H.R.H. The Duke of Edinburgh, who arrived in one of the blood-red Whirlwinds of the Queen's Flight; another guest was Admiral of the Fleet Earl Mountbatten—and soon the V.I.P. aircraft park was massed with the Pembrokes, Devons and Whirlwinds of today's air leaders, present in force on this very special day.

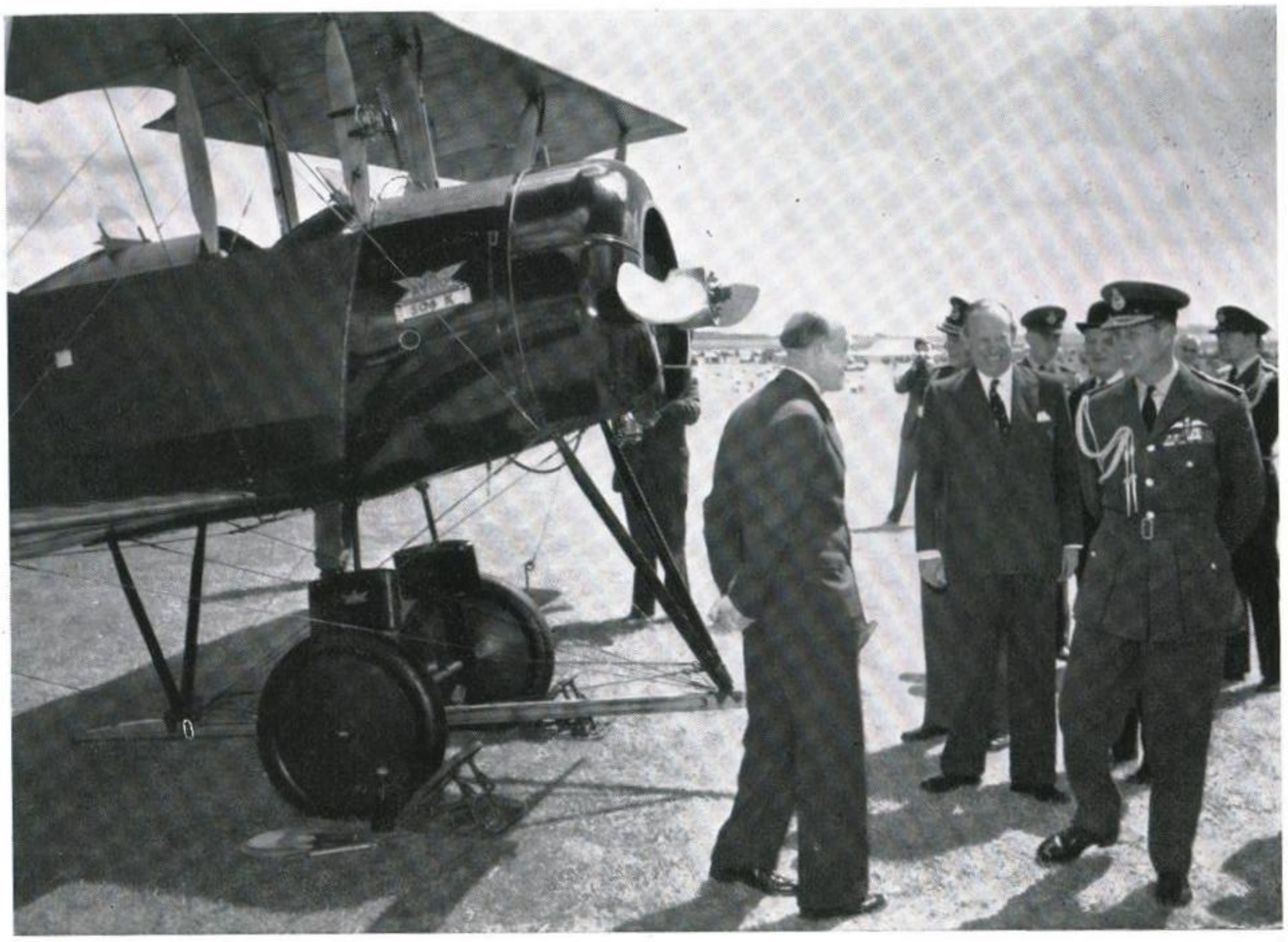
The indoor static show had a rather confusing inconsequence and some items that scarcely qualified as "military." It did, however, boast many outstanding exhibits: complete aircraft from Bleriot XI through Sopwith Triplane, Hurricane, Spitfire etc. to Antarctic Auster; engines from the 1909 Green to current Bristol Siddeley and Rolls-Royce masterpieces; armament from 1914 bombs to Bloodhound and other missiles; and equipment of all kinds.

An imaginative touch was to display the Standard of No. 1 Squadron, guarded by two officers of the present day, while alongside were the uniform and other relics of Viscount Trenchard, also on the staff of C.F.S. in 1912, and later to win undying fame as "Father of the R.A.F."

Outside, with "a place in the sun" but inactive, were a few larger and later aircraft. Very active and airworthy, however, proved the six machines present from the lovingly preserved Shuttleworth Collection when each was called forward in turn to show its paces.

The flying programme started, appropriately enough, with the ascent of two balloons: one an "R" type as used in the early days for artillery observation, the other a "free-flight" balloon, which in fact remained almost stationary during the rest of the flying, so light were the winds.

Avro 504K, Sopwith Pup, Bristol Fighter, S.E.5A, Avro Tutor, Gloster Gladiator . . . the enthusiasts can never tire of the sight and sound (not to mention the unforgettable smell!) of these veterans in their natural element, still capable of dogfight manoeuvre and mock attack. But all must increasingly regret the pitifully small number of historic aircraft which *have* been preserved.



. . . Heading the 600 special guests was H.R.H. The Duke of Edinburgh . . .

(Avro 504K)

. . . Bristol Fighter,
. . . Gloster Gladiator
. . . the enthusiasts can never tire of the sight and sound of these veterans . . .

. . . The Fairey Swordfish, Hawker Hart, . . . followed the old-timers into the air . . .

The Fairey Swordfish, Hawker Hart, Fairey Fulmar, Spitfire XIX, Hurricane Ic, Mosquito and Lincoln which followed the old-timers into the air are in many cases the only specimens of these particular types still existing and able to fly. Perhaps, in fact, none of the spectators will ever see quite such a galaxy of past stars again; certainly recognition instructors of an earlier vintage will sigh for those days when shapes were truly distinctive, and speeds allowed at least a gentlemanly chance of success to the spotter!

The experts of the C.F.S. of today—based at Little Rissington—put in five minutes of perfect aerobatics, mounted in their docile Jet Provosts and equipped with smoke to show their evolutions the more clearly.

Then began the flypast of representative current aircraft of the R.A.F. and R.N.: four maritime Shackletons, then Transport Command in the modern shape of three Argosies, three Britannias and three Comets—an interesting exercise in identification here, with one Mark 4 and two Mark 2's in formation. "Photo recce" Canberra and Valiant were quickly followed by Victor and Vulcan of Bomber Command, Javelins and Lightnings of Fighter Command, and Sea Vixens and Scimitars of the Fleet Air Arm.

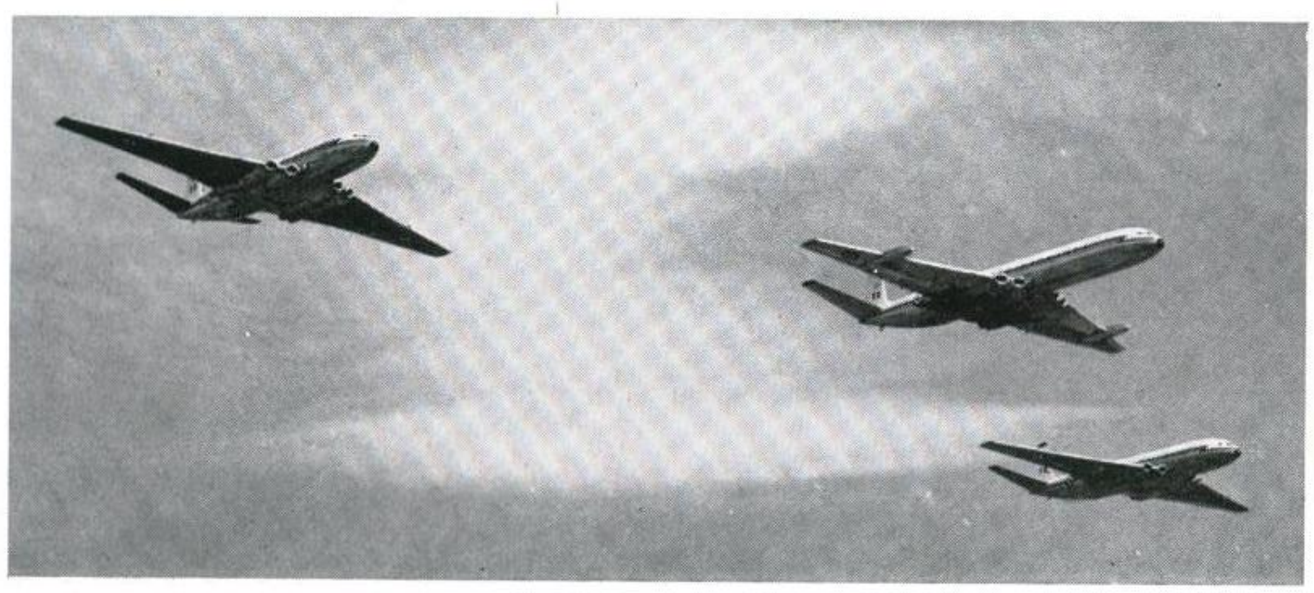
The latter Service had the stage to itself for an outstanding formation show by an aerobatic team of Sea Vixens—this time with smoke both white and Navy blue. No. 38 Group, based at nearby Odiham, then put on the traditional set piece, so reminiscent in essentials to the R.A.F. displays of the inter-war years, with Upavon (like Hendon in those days) being "captured" despite a resounding "defence."

But the airborne assault, 1962 style, was something that earlier generations barely knew. Hunters of No. 54 Squadron made a simulated cannon and rocket attack on the airfield, immediately followed by a mass drop of parachute troops (16th Independent Parachute Brigade) from Hastings and Argosy. Then more troops, delivered from a fleet of dust-raising Whirlwind and Belvedere helicopters; yet more troops (including an R.A.F. Regiment detachment) and vehicles landed by the cavernous Beverleys; supply dropping by Twin Pioneers, Whirlwinds and Belvederes; casualty evacuation; and as a climax, two sticks of "free-fall" parachutists—instructors of No. 1 Parachute Training School at Abingdon.

An advance in which Britain may claim to lead the world was next demonstrated: vertical take-off and landing, not by a mere experimental craft, but the highly developed (albeit far from silent) Hawker P.1127, with probably the widest speed range of any aeroplane yet built. In fact, its minimum speed was shown to be "minus," for Bill Bedford of Hawker's landed the machine flying backwards, like any tame helicopter!

The R.A.F's current top aerobatic team—No. 74 Squadron ("The Tigers"), the first to receive the supersonic, all-weather Lightnings—put on a shattering formation exhibition, leading to an astonishing solo turn by their leader; incredible to realise that on operations the Lightning is capable of easily three times the speed! A "weapons system," as the Lightning is termed, is a far cry indeed from the virtually unarmed scout of 1914 or even the 8-gun Spitfires and Hurricanes of 1940. But when all these champions of the past and present and portents of the future had left Upavon, and the skies were quiet again, the thoughts of many, nostalgic yet proud, must have returned inevitably to the men who created these machines, to the men who have flown and fought in them, and in fact to all the men who in 50 years have fashioned traditions second to none.

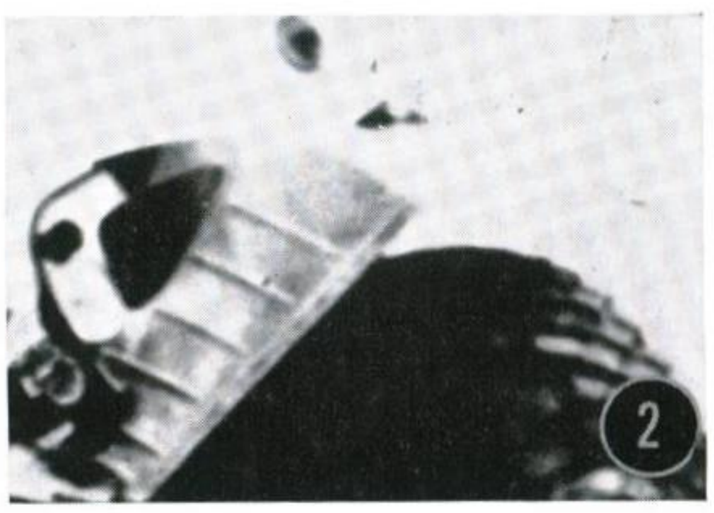
. . . the Transport Command in the modern shape of . . . three Comets.

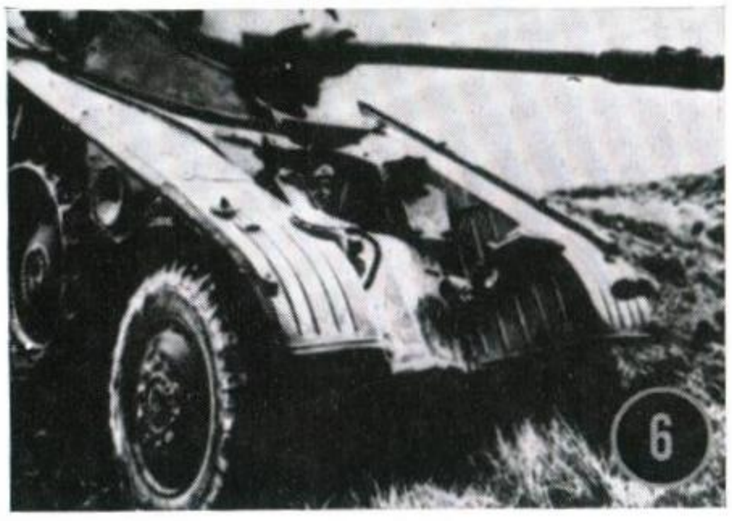


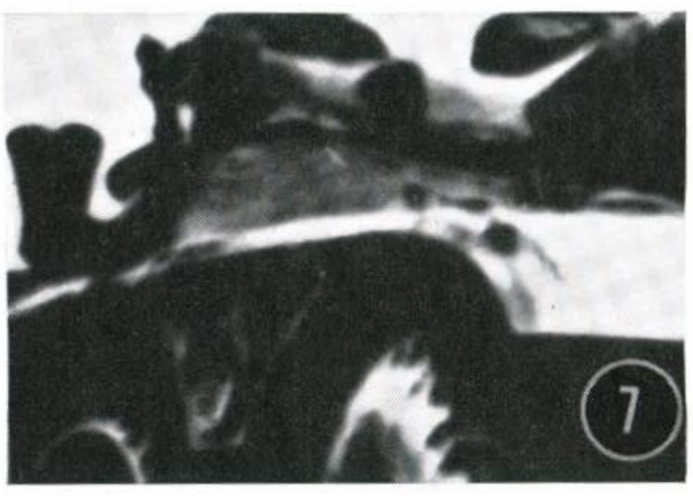
Panhard EBR 75

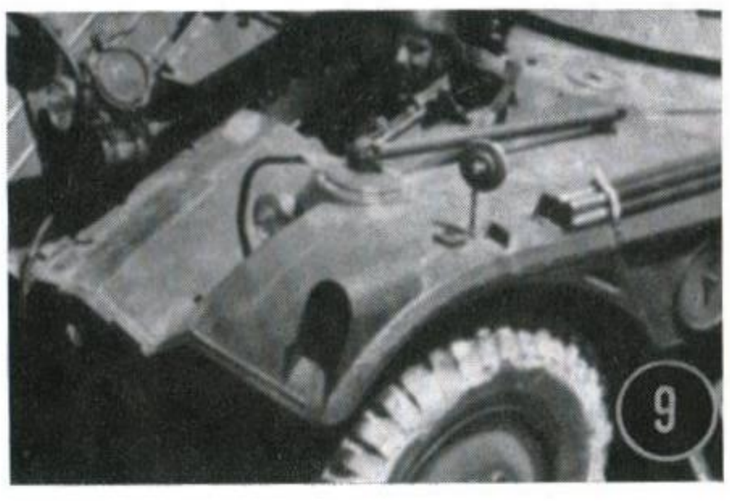
One of the few armoured cars that can hold its own with contemporary tanks on muddy or rough ground is the French Panhard EBR 75 which has equipped French mechanised reconnaissance units for some years. On good ground it has all the advantages in mobility of a non-tracked vehicle and is comparable to the British Saladin.

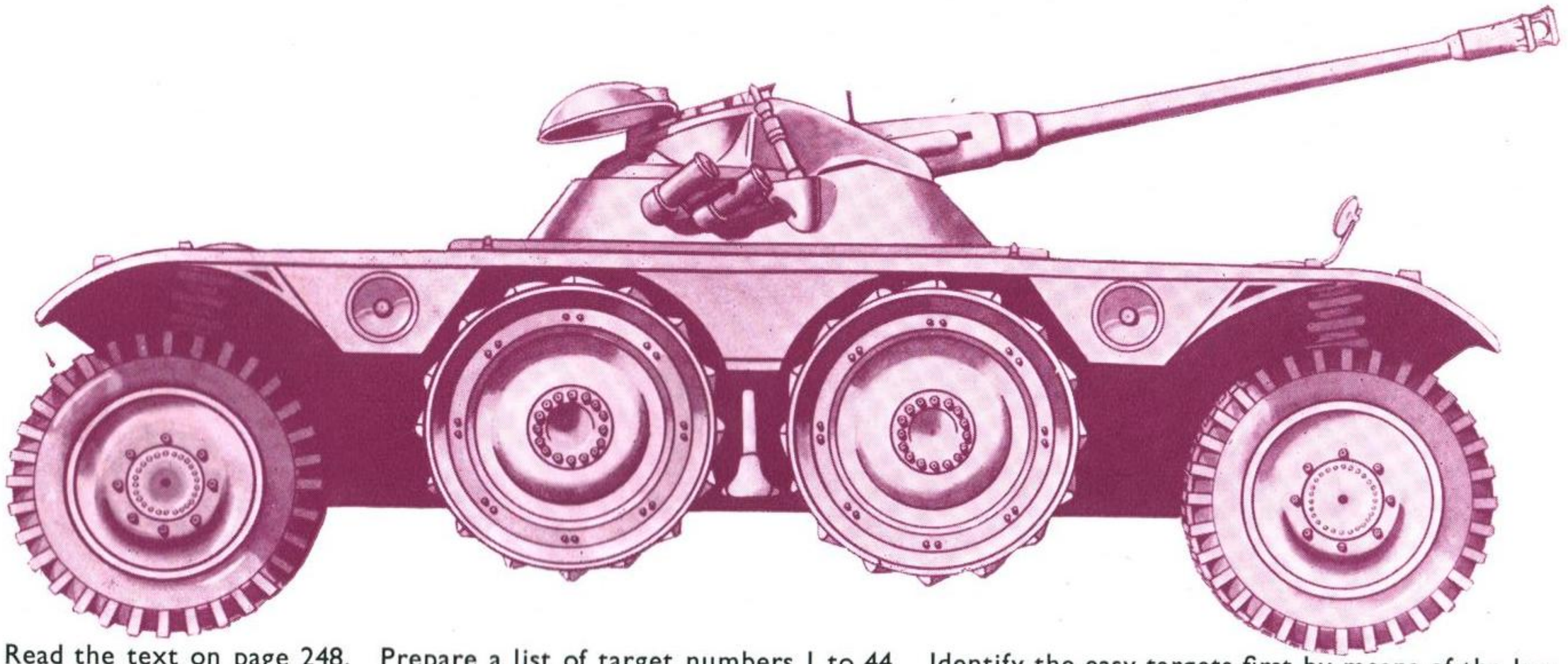
Its low hull and distinctive wheel arrangement provide good recognition features. To identify it positively, read the instructions opposite.



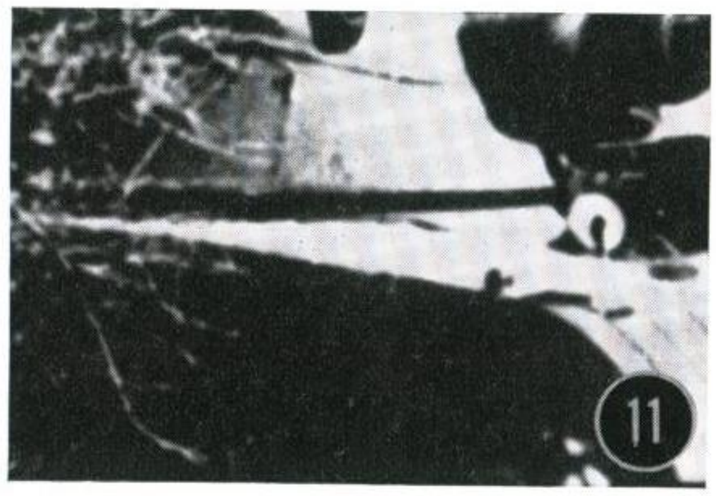


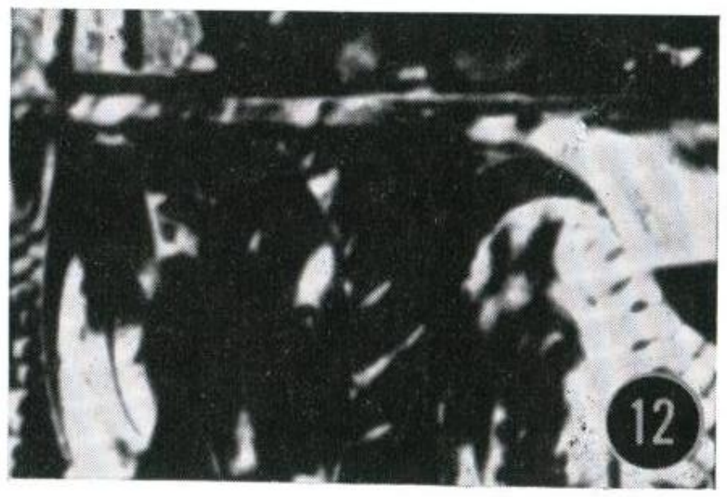


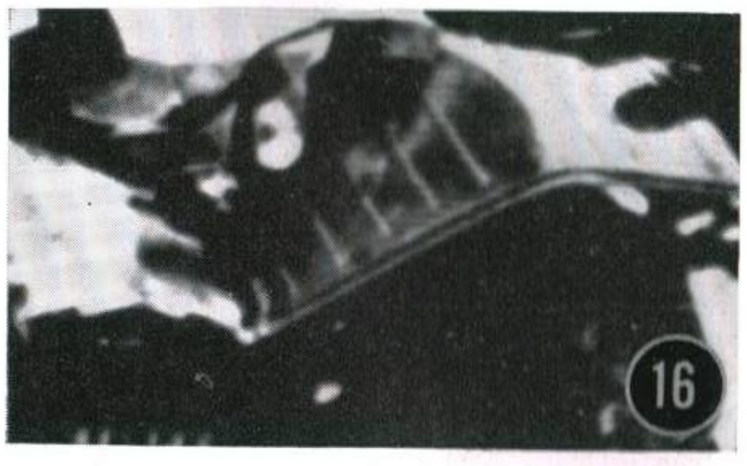


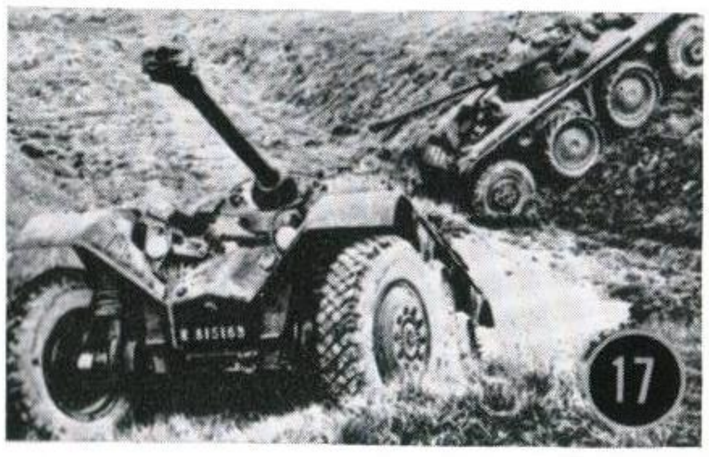


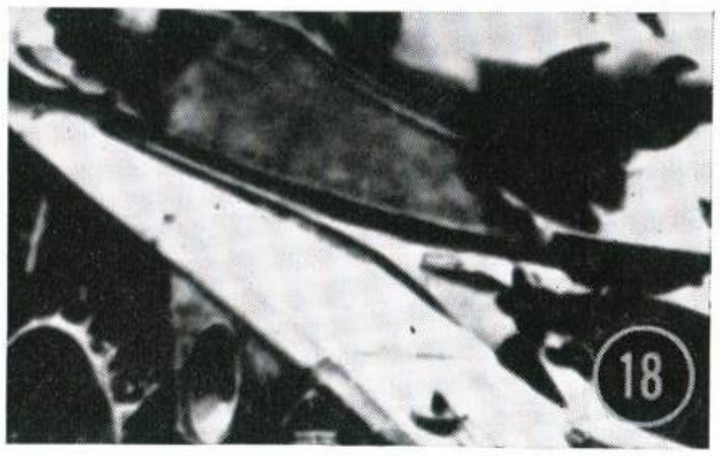
Read the text on page 248. Prepare a list of target numbers 1 to 44. Identify the easy targets first by means of the key views and use known targets to identify the more difficult ones. Write the name Panhard EBR 75 each time you identify a target. For beginners there is no time limit on this lesson. Avoid conscious memorising of details.

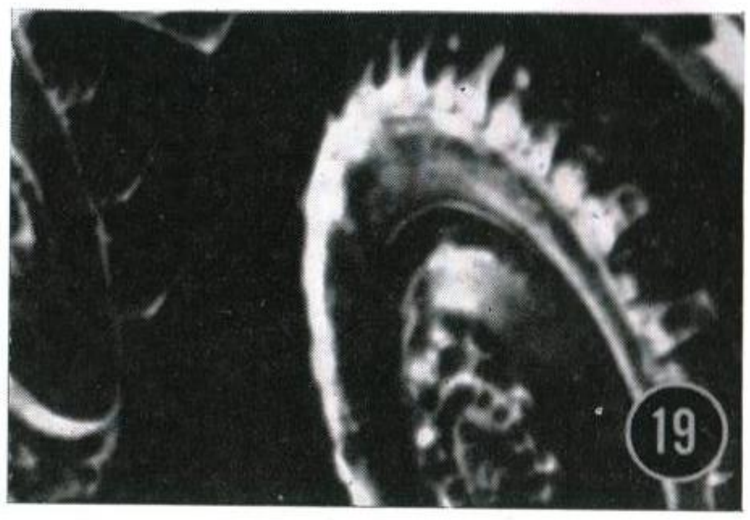


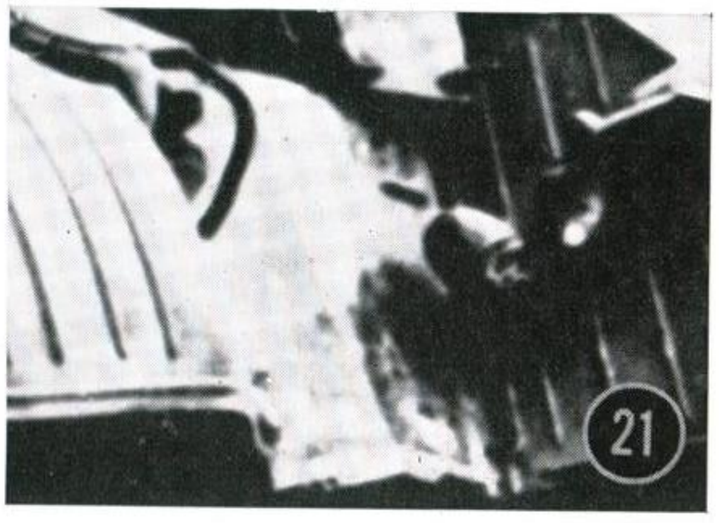


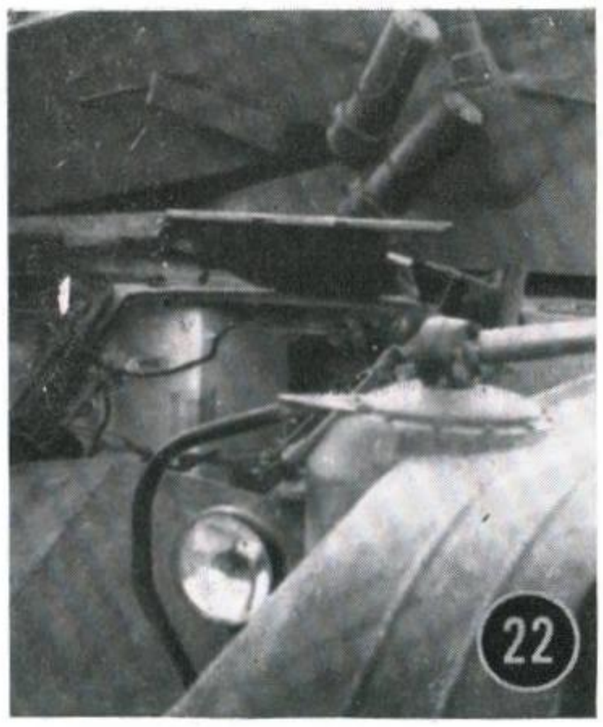


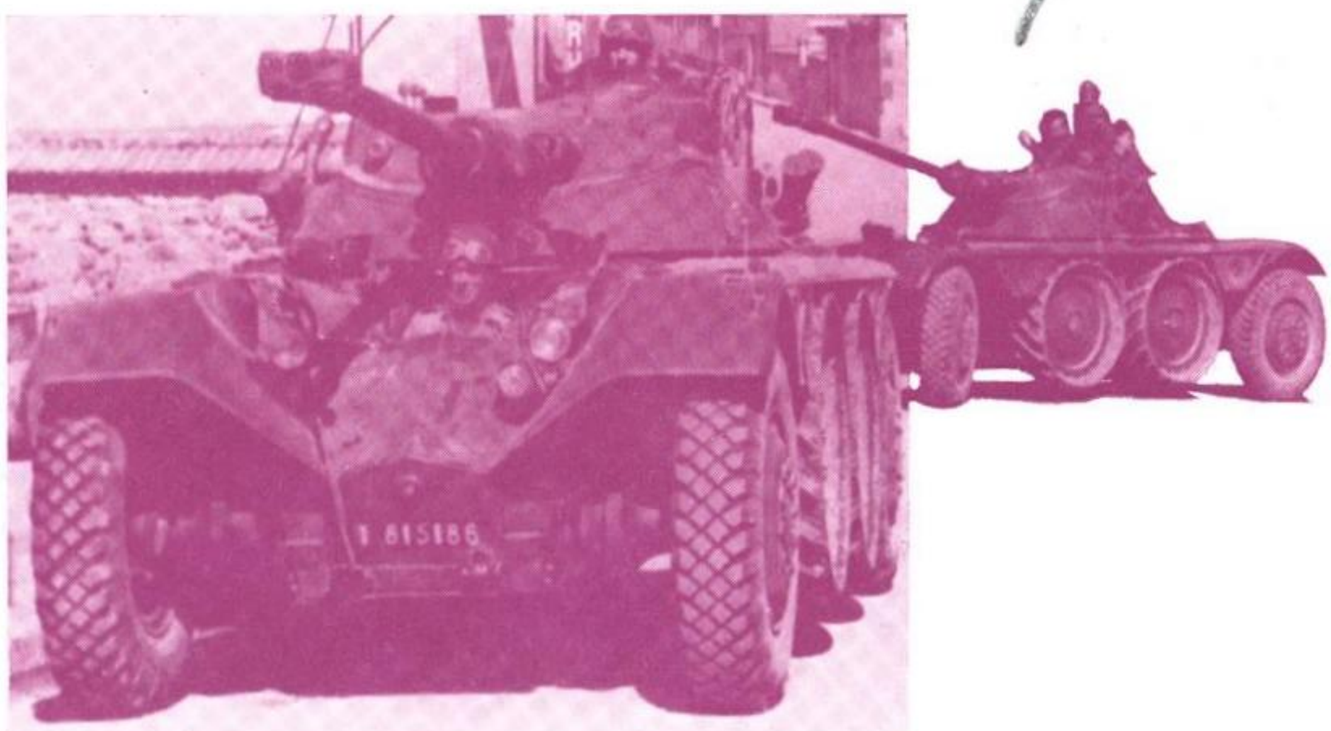


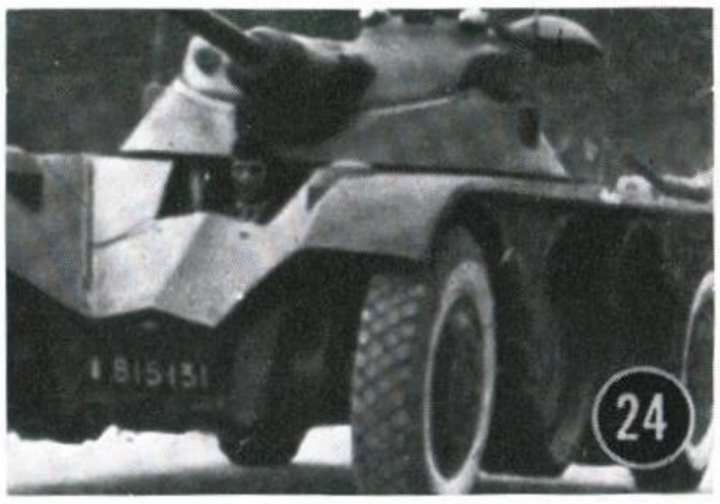












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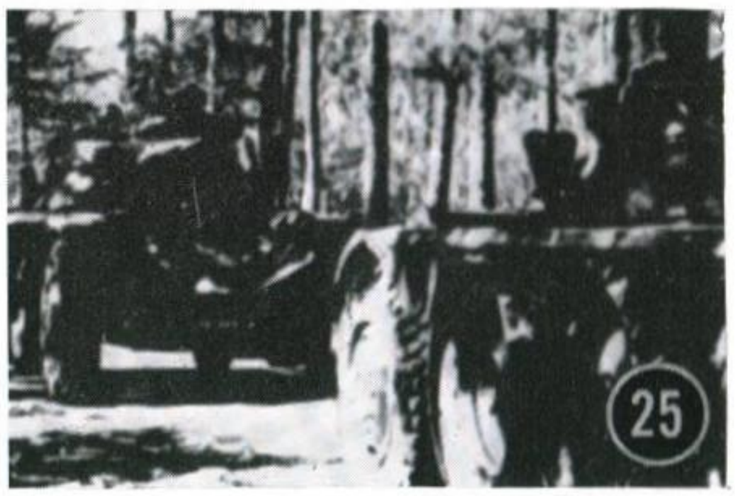
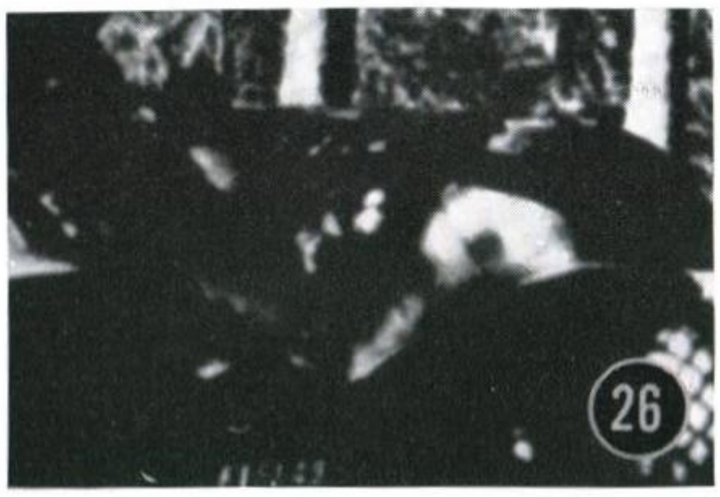
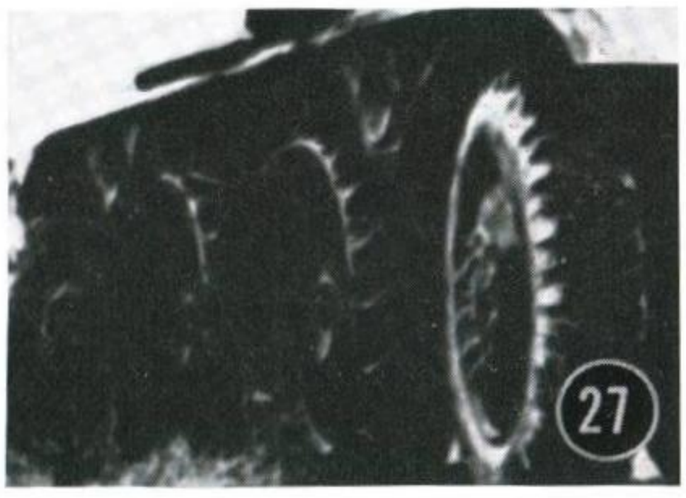
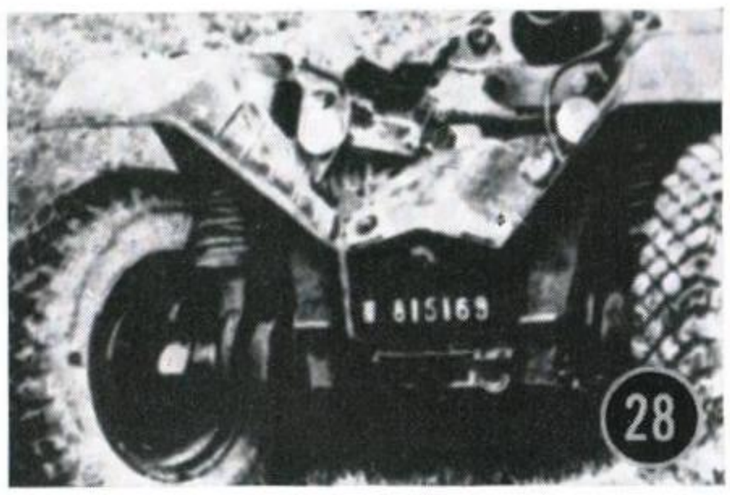
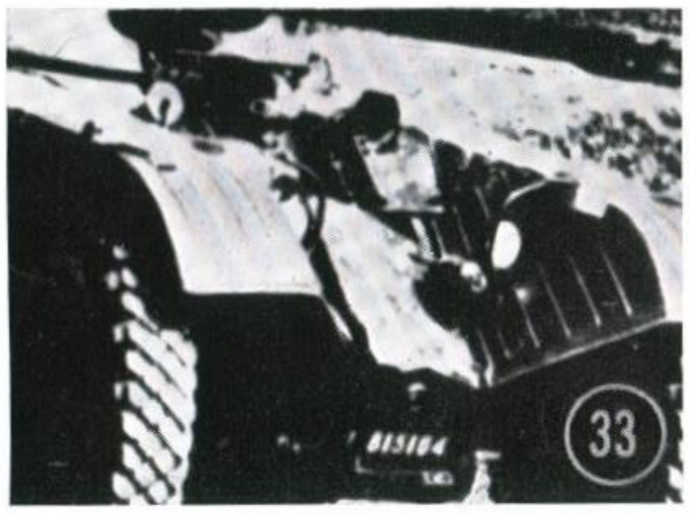


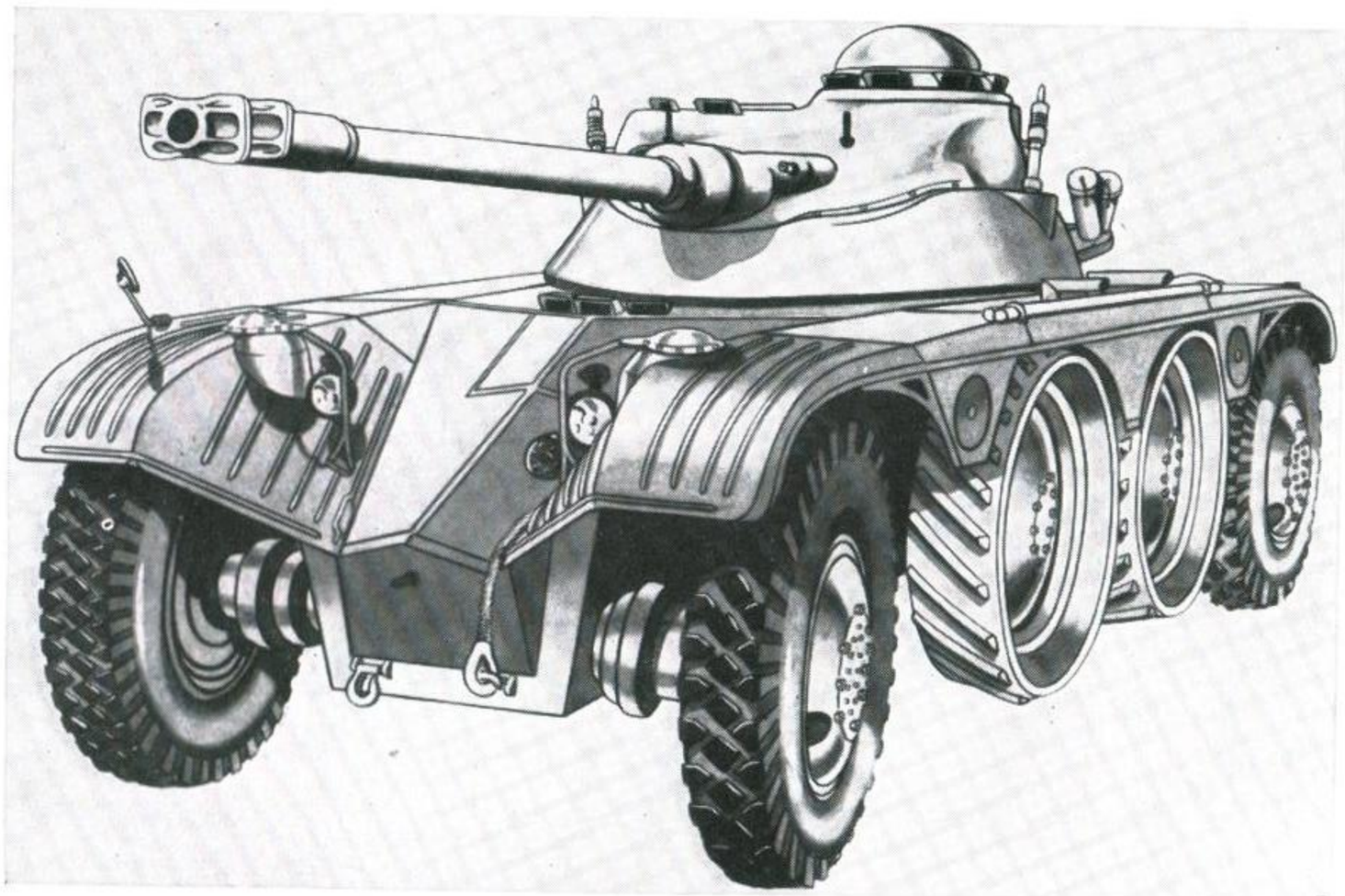


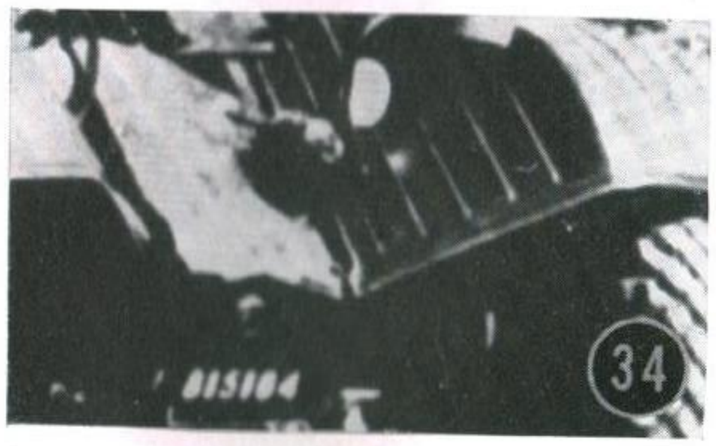


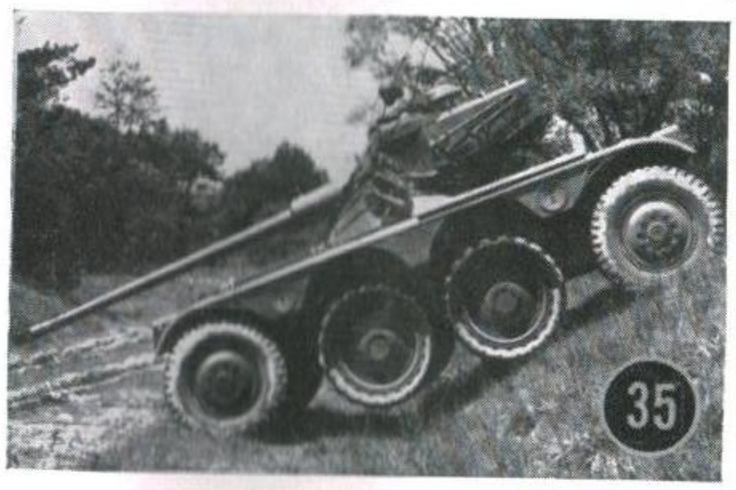


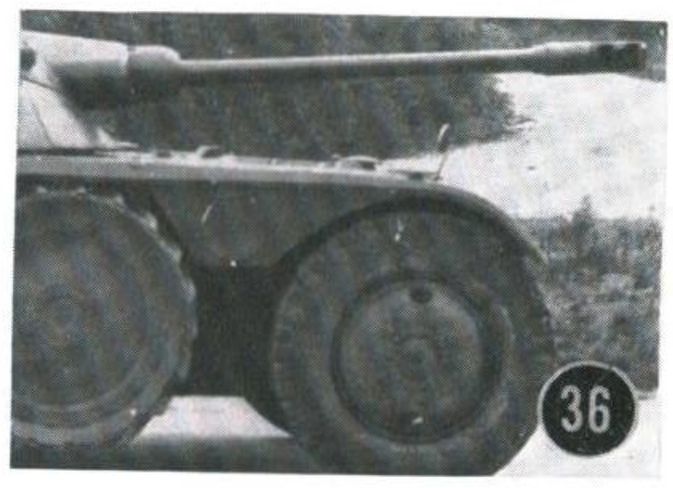


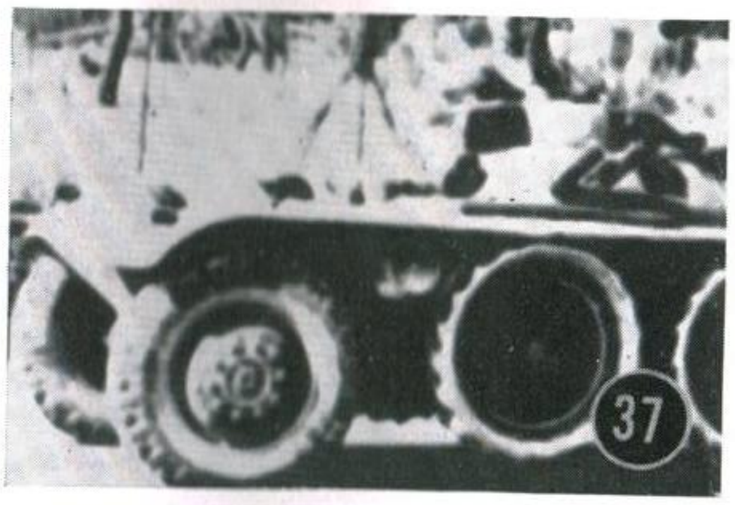
EBR 75

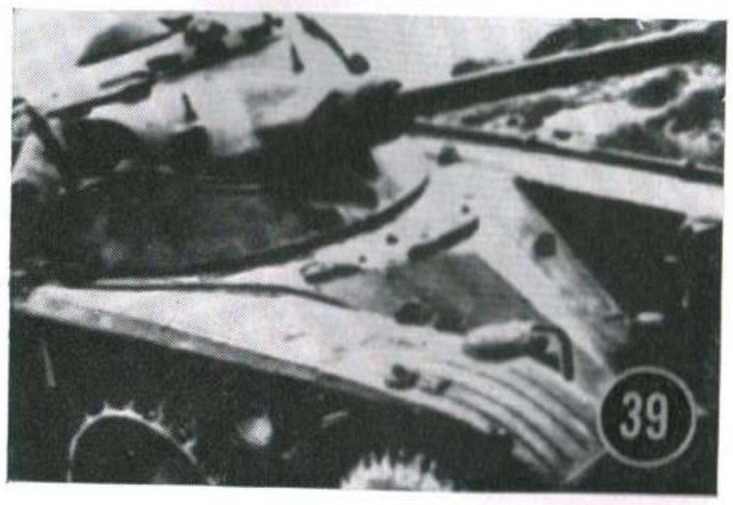


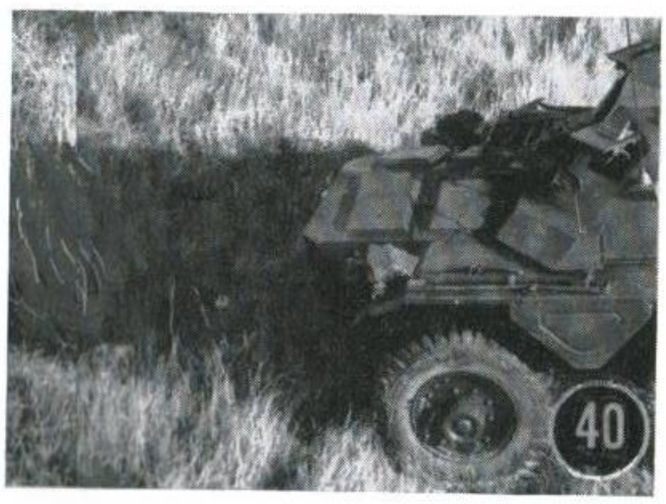






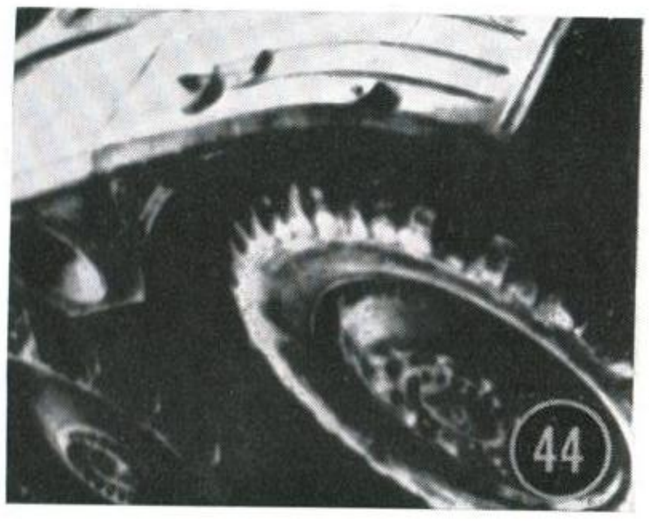






Panhard Detail

Crew: 4
Weight: 12½ tons
Length: 18½ feet
Speed: 60 m.p.h.
Armament: 75 mm or 105 mm gun plus 3×7·5 mm machine guns.



Cover Photo: Symbolic of the years covered by this *Journal* is this picture, posed in recent years to illustrate fighter development. The aircraft are, left to right working upwards: Hawker Hurricane II, Supermarine Spitfire P.R.19, Gloster Meteor F.Mk. 8 converted for target towing, Hawker Hunter F. Mk. 6, Gloster Javelin F. (AW) Mk. 9 and English Electric Lightning F. Mk. 1.

There have been several reports recently of buzzing of American aircraft by Russian fighters. This is what it looks like when a Fresco buzzes an Electra.

SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION

CRUSADER

Page 228

All targets are of **Crusaders** except for No. 29 which shows **Super Sabres.**

★

BEAR

Page 232

All targets are **Bears** except No. 22 which is an **Electra.**

★

FLYPAST

Page 235

1. Sea Vixens
2. Flashlights ("A" model)
3. Chipmunks
4. Sabres
5. Sabres
6. Farmers
7. Jet Provosts
8. Bison
9. Super Sabres
10. Skyhawks
11. Scimitars
12. Vautours
13. Lansens
14. Turbulents
15. Starfighters
16. Skywarriors
17. Jet Provosts
18. Aquilons (Sea Venoms accepted)*
19. Magisters
20. Cessna T-37s
21. CF-100s
22. Flashlights
23. Vautours
24. Lightnings
25. Super Sabres

*The Sud-Est Aquilon 202 is the D.H. Sea Venom F.A.W. 20 built under licence for the French Navy.

★

CONVAIR 880

Page 238

All targets are of **Convair 880s** except Nos. 11 and 28 which are **Boeing 707s.**

★

Coontz Class Guided Missile Frigates (U.S.S. Luce)

Page 242

All targets are **Coontz Class Frigates** with the exception of Nos. 23 which is a **Daimler Armoured Car**, 25 which is the **Russian cruiser Sverdlov**, 36 which is of an **Italian San Giorgio Class Destroyer Leader**, 54 which is the **Swedish cruiser Tre Kroner**, and 55 which is a **Gearing Class Destroyer** of the United States Navy.

★

PANHARD E.B.R. 75

Page 248

All targets are of **Panhard E.B.R. 75s** except No. 40 which is a **Saracen.**

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