

JOINT



SERVICES

RECOGNITION

Journal



Volume 18 JULY 1963 No. 7



ten years ago it was suggested that the need for aircraft identification training had lapsed due to the approach to supersonic speeds precluding the possibility of visual identification. This has been shown to be a fallacy and as far as aircraft on the battlefield are concerned, the trend is in a reverse direction, to the extent almost of full circle

The deterrent force can be considered apart. It has never been suggested that modern missiles could be identified and strategic bombers armed with stand-off bombs, by the very name of their weapons, would not come within sight of enemy territory. In any case, in the event of a nuclear war, there are few training skills of any kind, apart from civil defence, that could be exercised except by the deterrent force, which, in the event of such a war would have failed in its primary role—to deter. It is on the battle areas of limited war, where nuclear weapons may or may not be used that the skill of accurate identification becomes essential, and in this connection, it should be noted that even “V” Bombers such as the Valiants now have a support role to the 2nd Allied Tactical Air Force, and duality of role in this way is not confined to the R.A.F.

It would seem an anachronism to say the least, to infer there will be fewer aircraft over the battle area in any future war than in the First World War of 1914-1918. In one day,

17th September 1917, the anti-aircraft batteries on the Western Front reported as follows: Hostile aircraft sighted—223, Hostile aircraft engaged—55, Hostile aircraft observed to cross the lines—30, Allied aircraft sighted—369. No doubt there was some duplication by different batteries reporting the same aircraft, but it is evident that there was considerable aerial activity—and who dare predict that in future, some fifty years later, there would be less aerial activity in warfare?

At that time, the roles for aircraft were reconnaissance, bombing, ground strafing and fighting. Air transport was

Almost full circle

in its infancy but before the war ended a Spare Parts Carrier aircraft was mooted and plans were made to adapt Handley Page O/400 bombers as troop-carriers for special operations. Aircraft were even then being used as ambulances, the first in the R.A.F. being the Curtiss JN-4s of R.A.F. (Canada) in 1918 which can be directly compared with a light ambulance of today.

The Second World War of 1939-1945 brought little new in application, but intensified the development of aircraft in various roles. What emerged from a series of tragedies, was the need for soundly based recognition training. Recognition was found to be a practical proposition for all aircraft flying up to speeds of 500 m.p.h., which even today would still include the large majority of all aircraft flying. At the end of the war, helicopters were being produced for liaison and spotting roles and while this type of aircraft is on the increase proportionally, speeds of the very latest types do not exceed 200 m.p.h.

A war veteran and still a widely used transport in both military and civil roles—the C-47 Dakota.



A B-26 Invader flown by a pilot training on low-level attack tactics. In some cases jet pilots have been re-trained to fly piston-engined aircraft.





JOINT SERVICES

RECOGNITION JOURNAL

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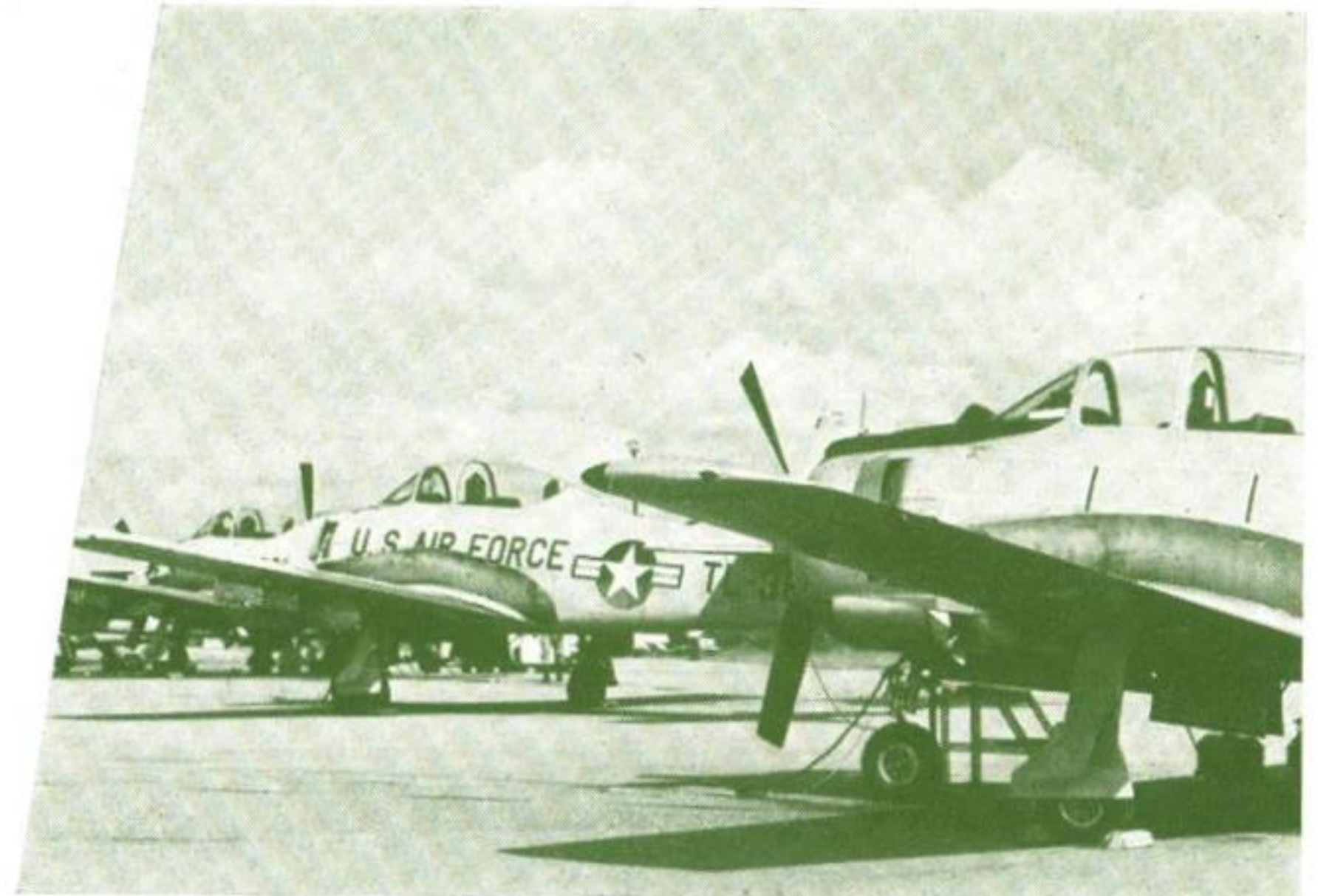
For any future disturbances, the recent experiences of the United States provide some valuable pointers. A Special Air Warfare Center has been opened and the 1st Air Commando Group, which operated behind the Japanese lines in Burma, has been revived and associated with a newly constituted Combat Operations Group.

The aircraft used are of types held in store in quantity and are mainly 1939–45 war types, viz C-46 Commando and C-47 Dakota for transport and the B-26 Invader (the A-26 of the war) for ground strafing. An Invader recently modified by the On Mark Engineering Company can carry a 3,500 lb load of stores in its bomb-bay, including a torpedo, and additionally an 8,000 lb under-wing load of bombs, rockets, gun pods and napalm tanks. The nose can carry up to eight guns for strafing.

Aircraft adapted in this way to meet a directive from the United States Secretary of the Air Force for the Tactical Air Command to develop a counter-insurgent capability, have been dubbed COIN aircraft, derived from the words *counter-insurgency*. A trainer that is meeting COIN requirements as a ground strafing aircraft is the North American T-28 which can be fitted with .50 calibre machine-guns, napalm bombs or rockets in under-wing pods. The military potential of this aircraft had already been realised by the French for whom 135 ex-U.S.A.F. models were modified as general purpose military aircraft and were used to replace another trainer, the Harvard, which had been used in Algeria in close support, spotting and convoy protection roles.

Helio L-28 light liaison aircraft have been used recently in exercises for the rapid deployment of troops by the U.S.A.F., but the U.S. Army, in the main, favours the helicopter and has large new contracts pending.

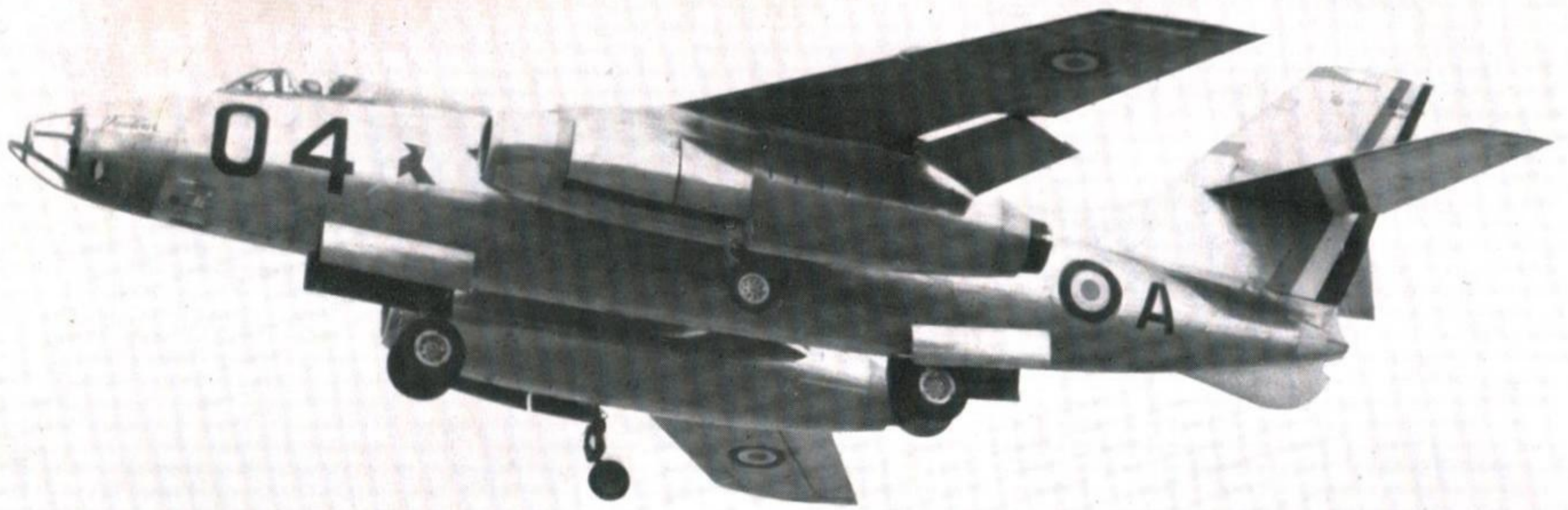
Thus many of the new military aircraft that are entering service in America have speeds that are less than those of the majority of first line aircraft of the last war. The trend in some aspects of military aviation has in fact come full circle; as a consequence the need for identification training remains unchanged.



North American T-28 trainers have been adapted as general purpose military aircraft by both the Americans and the French.



Into action by helicopter. American troops operating in exercises from an Iroquois.

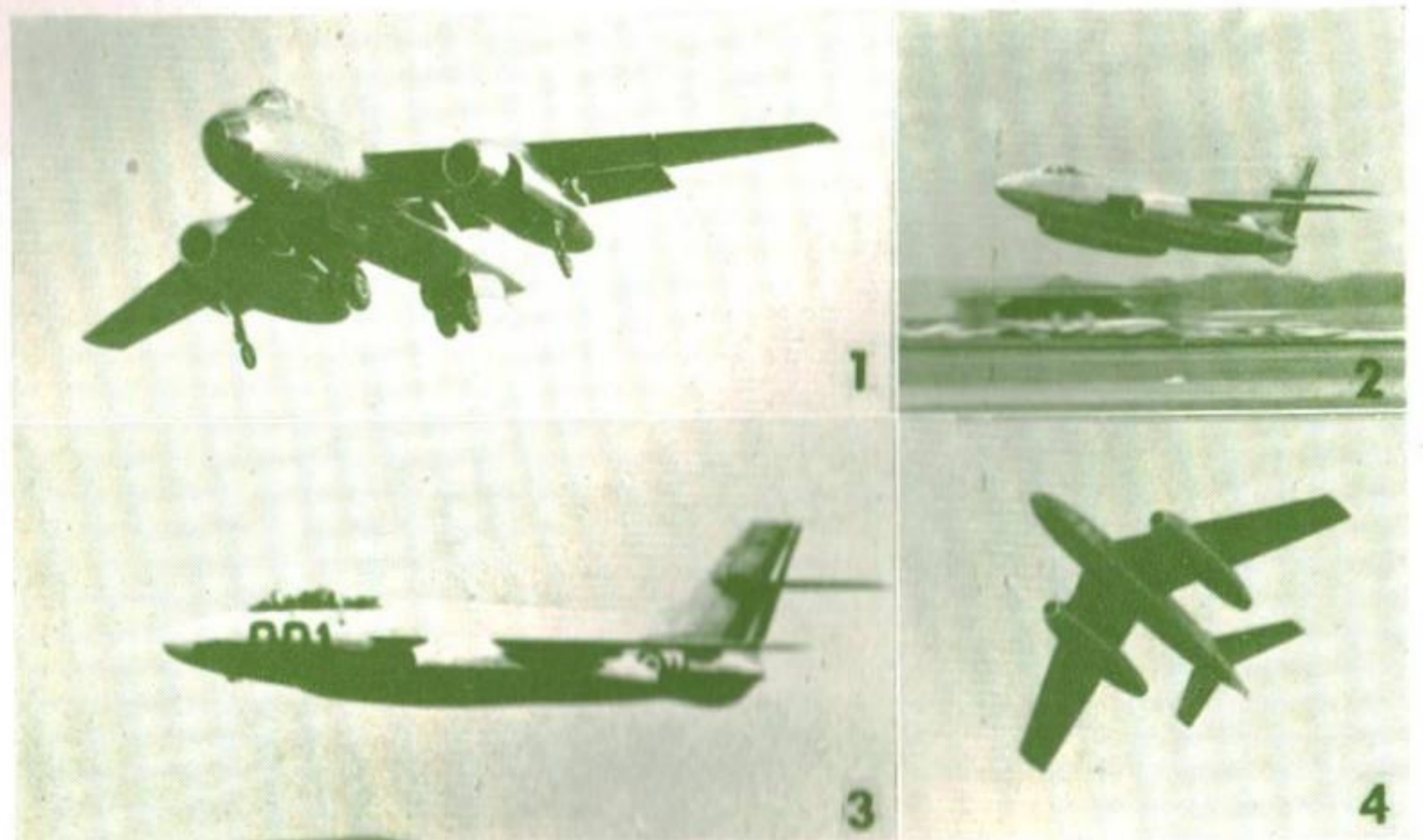
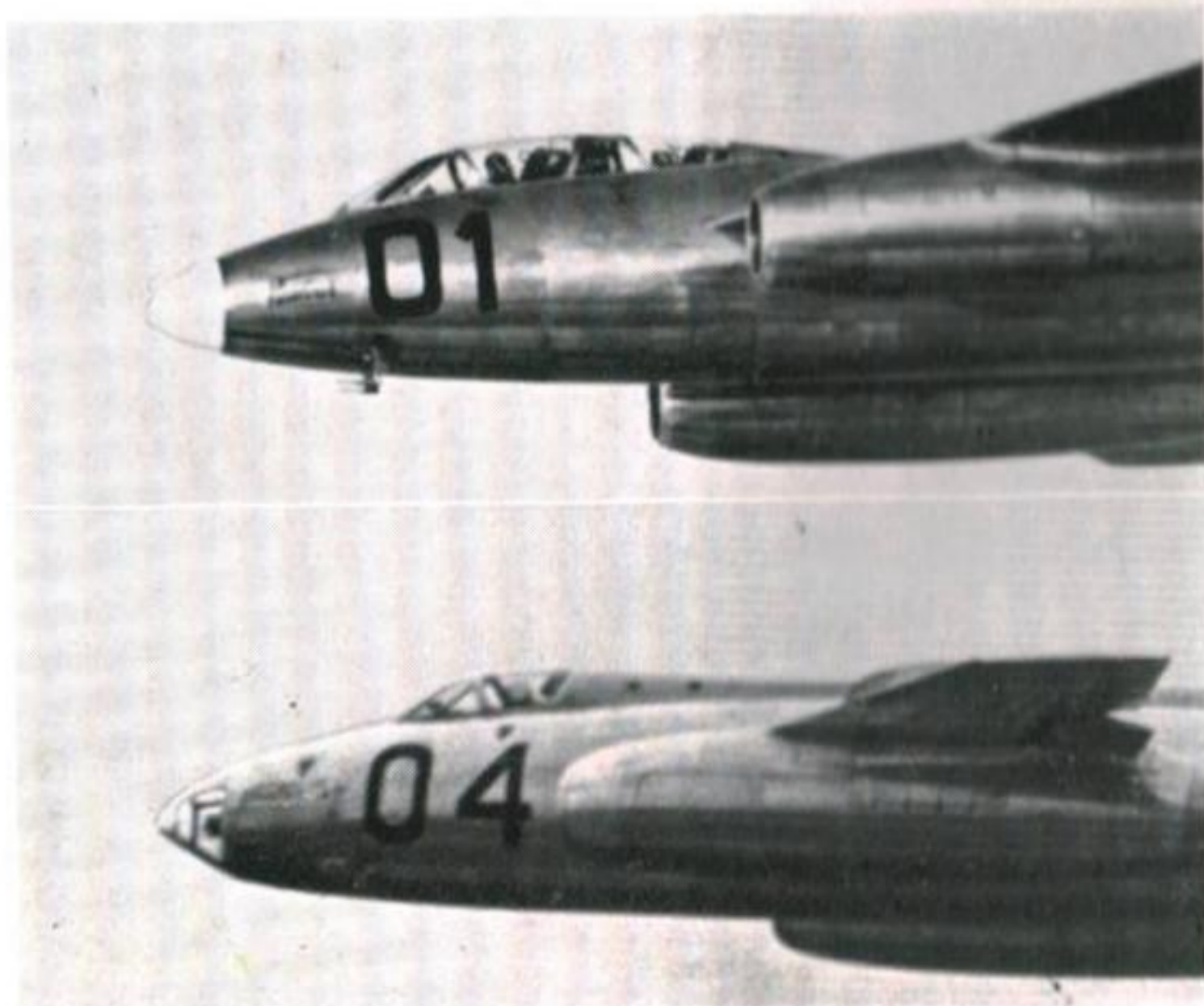


Span 50 feet



VAUTOUR

The Vautour is a swept-wing, twin-jet aircraft produced by Sud-Aviation for the French *Armée de l'Air* and numbers have been purchased by the Israeli Air Force. Vautours were built in three production versions after nine prototype and pre-production non-standard aircraft. These main versions are the IIA single-seat tactical fighter, IIB two-seat bomber and IIN two-seat all-weather fighter. There are variations between versions, particularly with the pre-production models, but the two silhouette profile views and the nose photographs below represent the two extremes in shape variations. Neither these variations, nor the variety of under-wing stores, affect the basic visual characteristics of the Vautour, but the Russian Flashlight and Firebar have a similar configuration. Carry out this identification lesson properly to the instructions on the cover. Solutions on the cover.



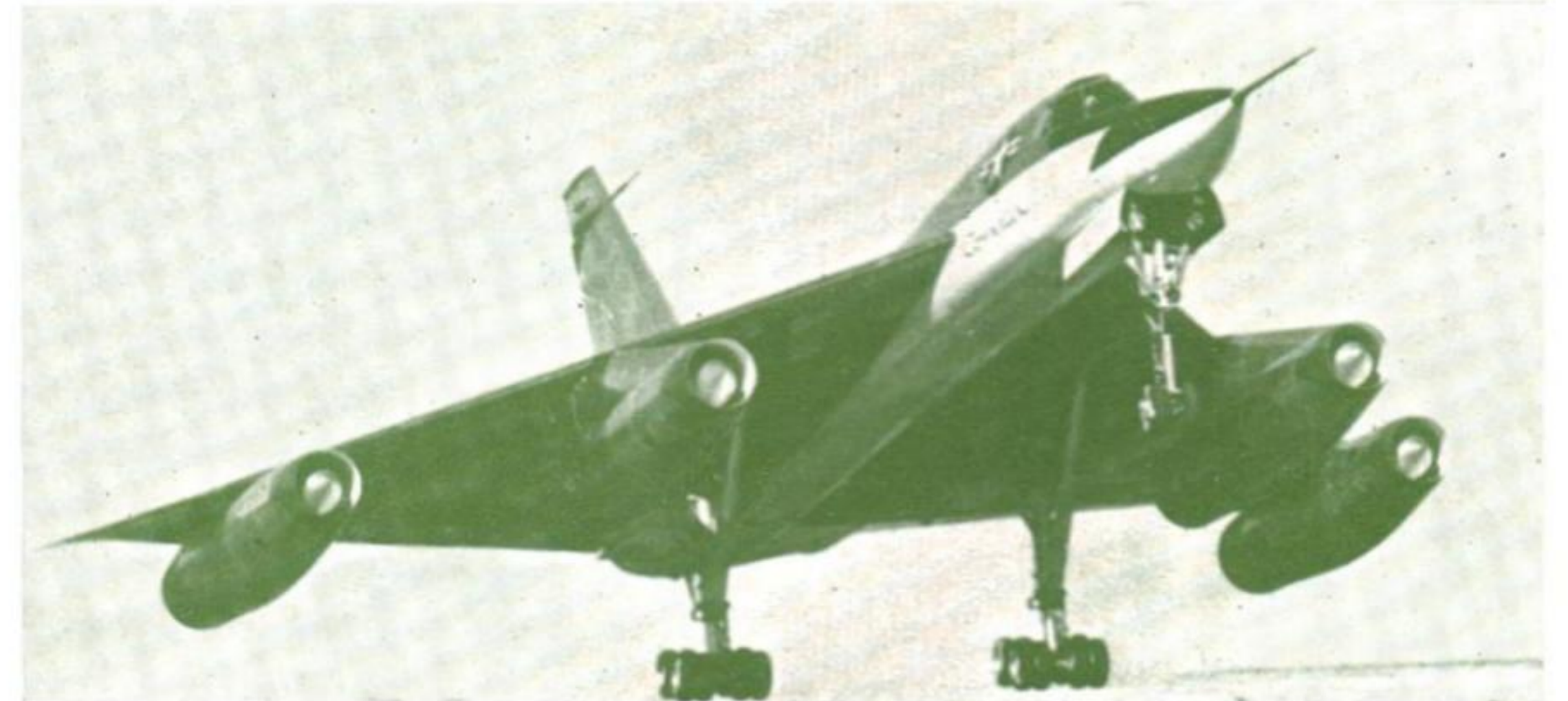
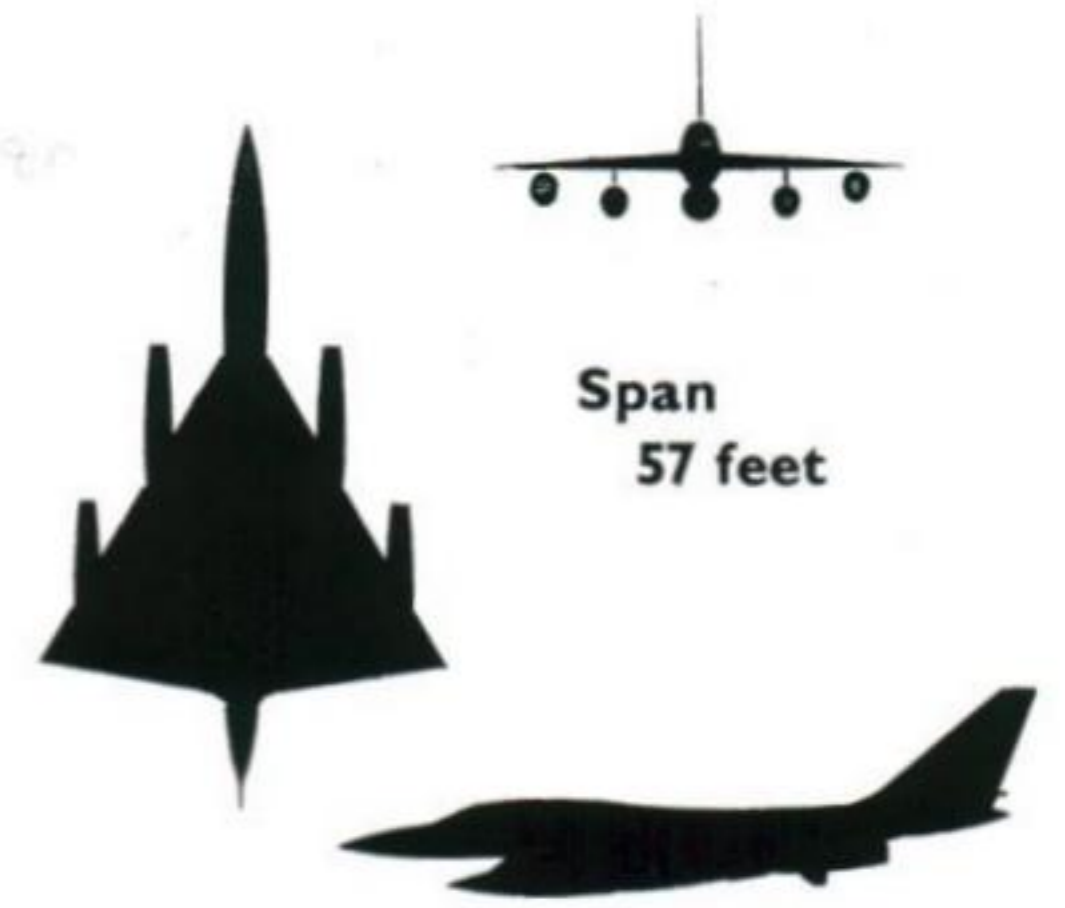
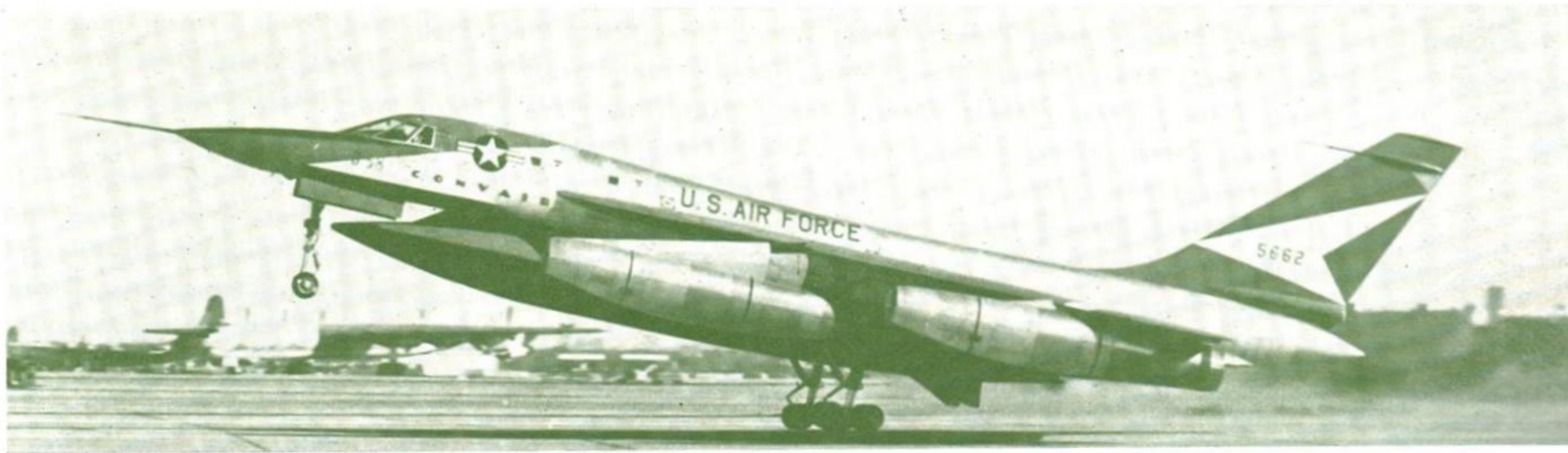


HUSTLER B-58



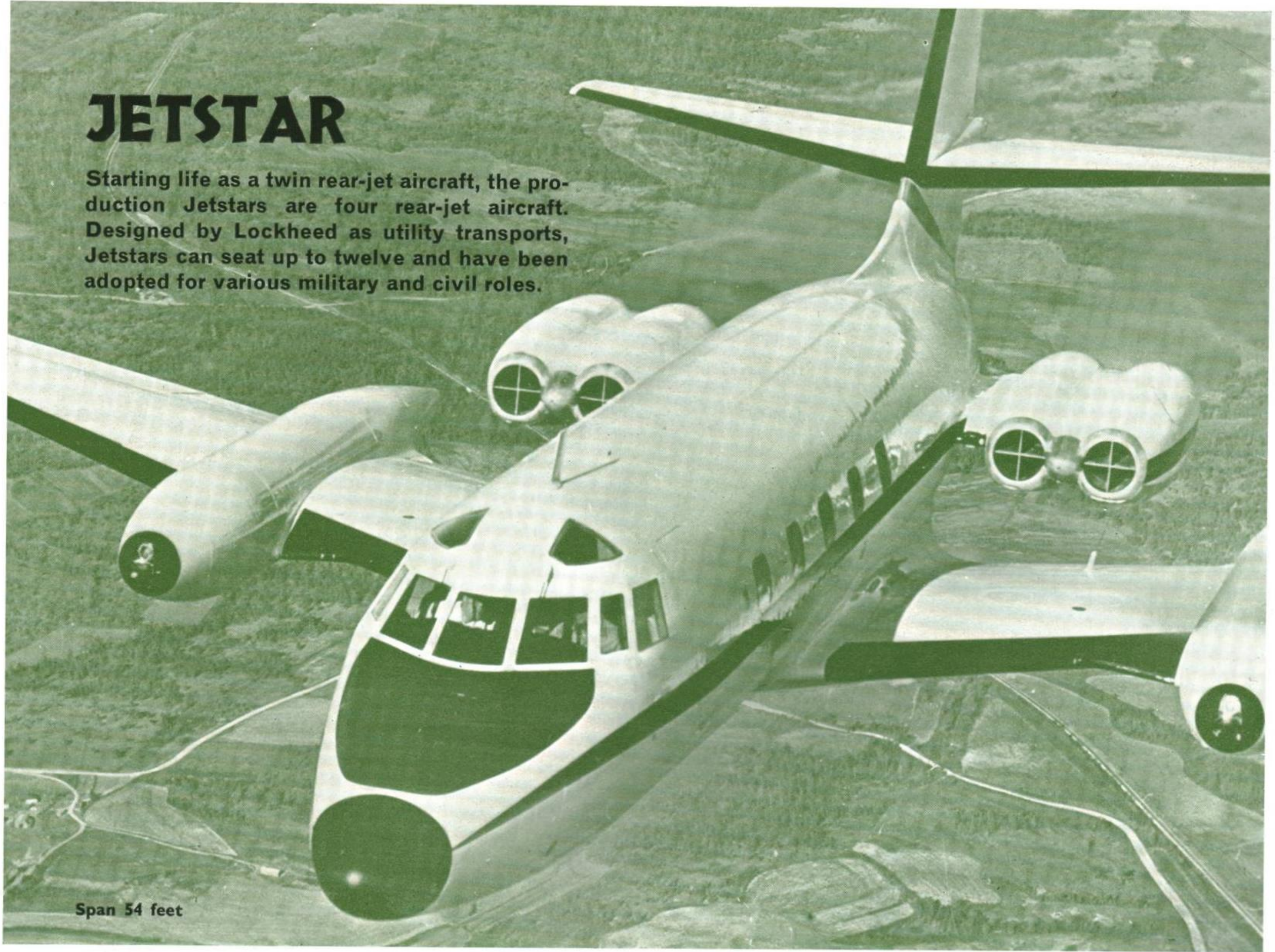
Although distinctive, the B-58 Hustler needs to be known thoroughly and identified correctly. It is exclusive to the U.S. Air Force. The key information (coloured) will enable you to identify every B-58 in this group of targets and to spot the jokers. Full lesson instructions and the correct solutions appear on the cover.



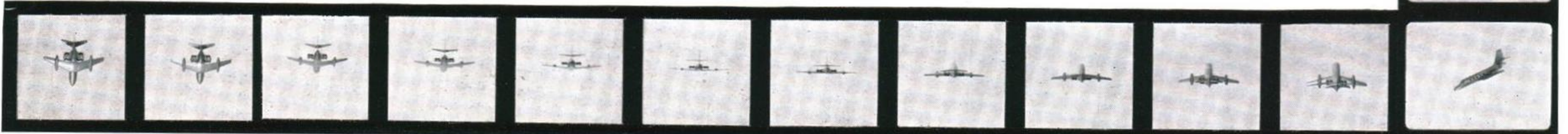


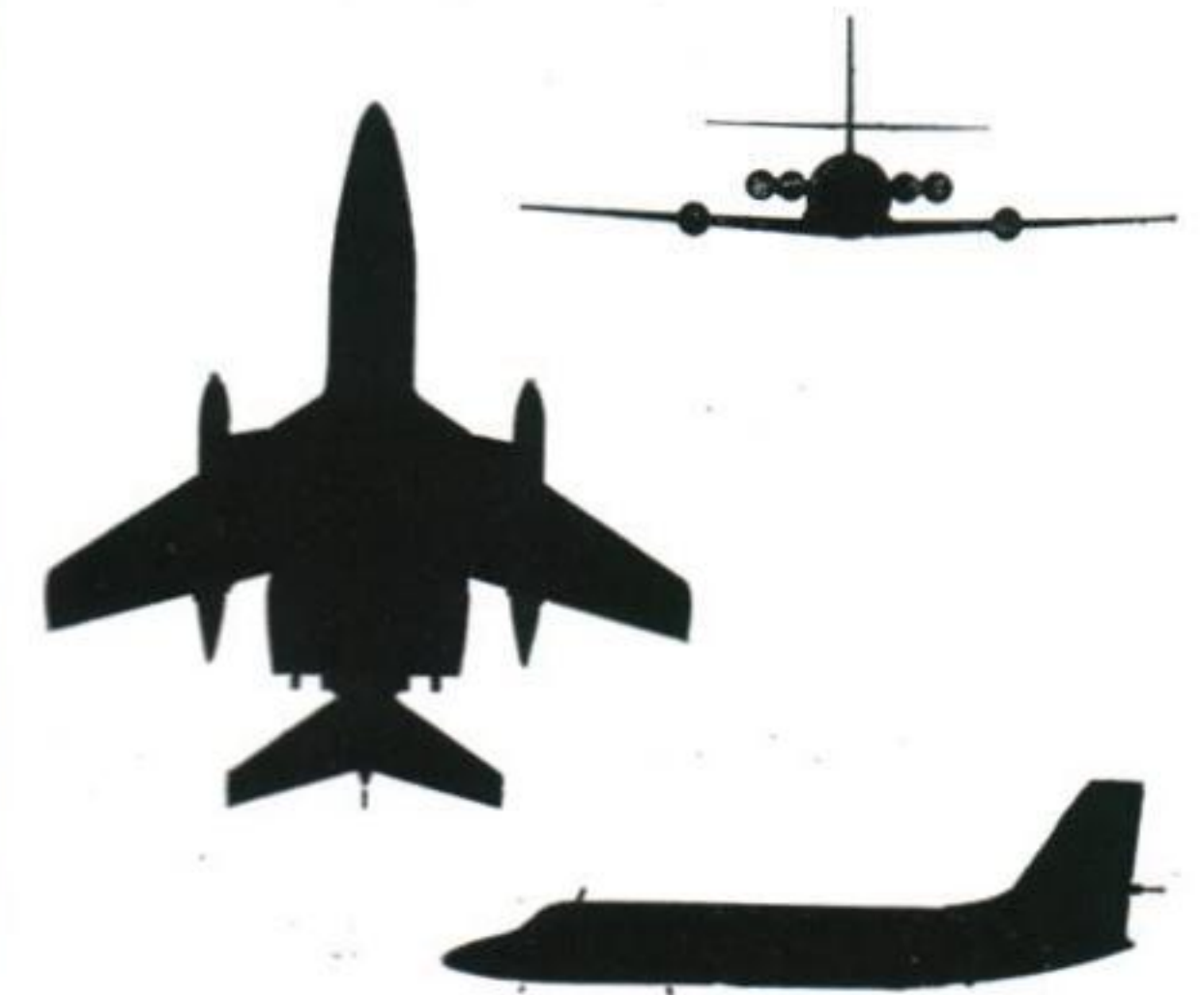
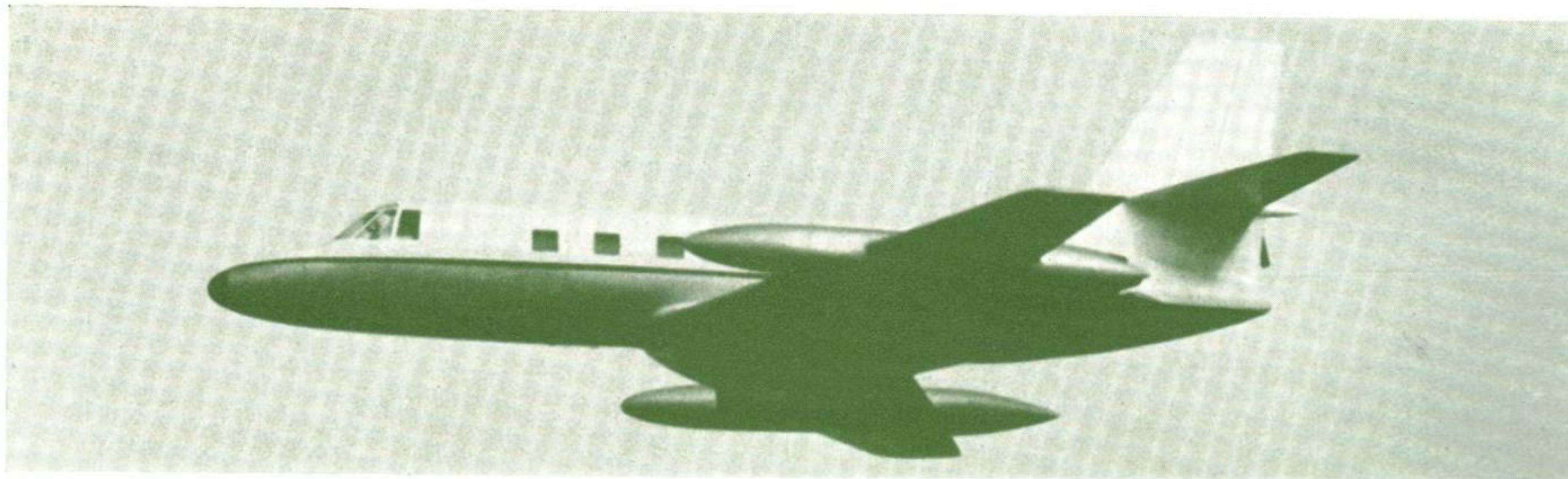
JETSTAR

Starting life as a twin rear-jet aircraft, the production Jetstars are four rear-jet aircraft. Designed by Lockheed as utility transports, Jetstars can seat up to twelve and have been adopted for various military and civil roles.



Span 54 feet



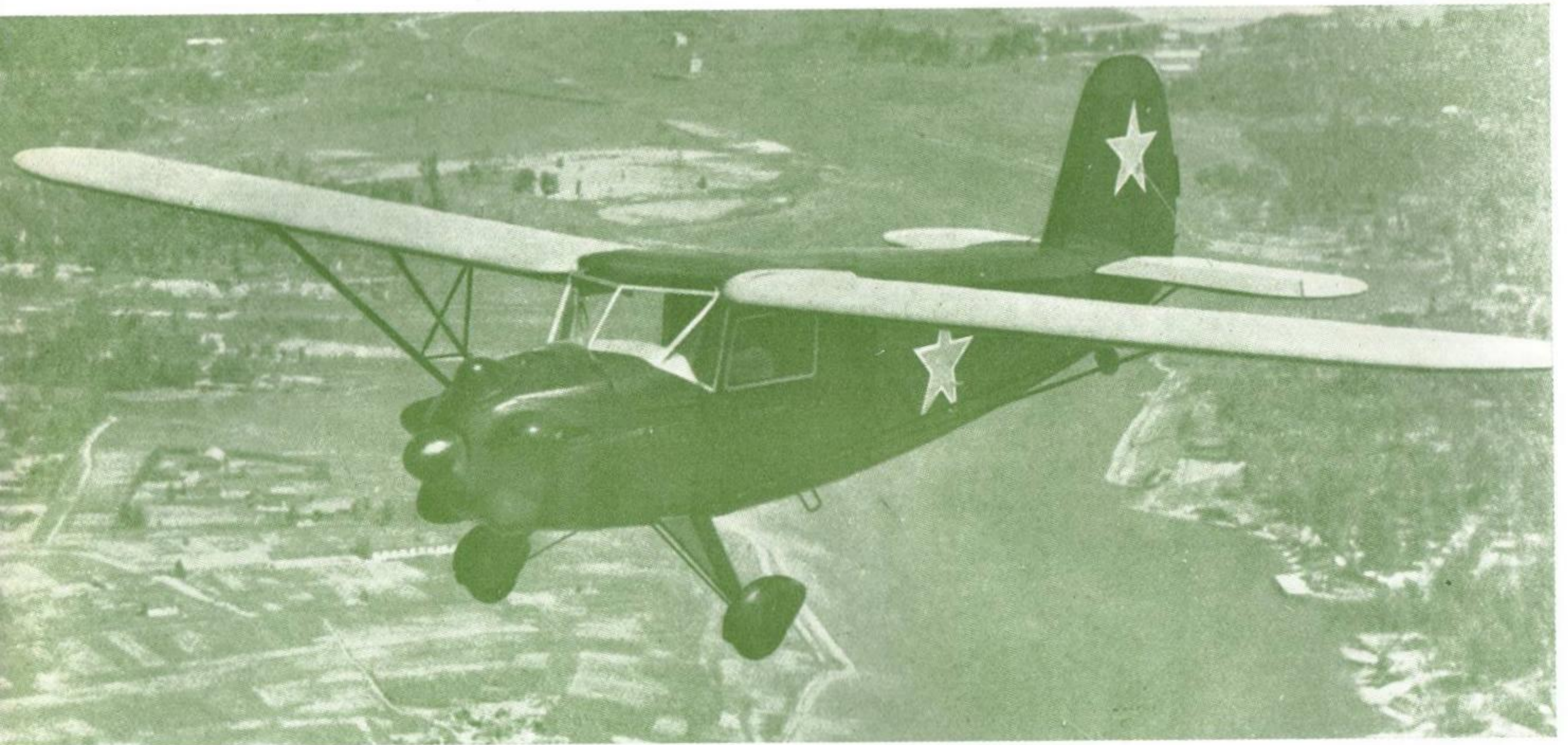


JETSTAR *continued*

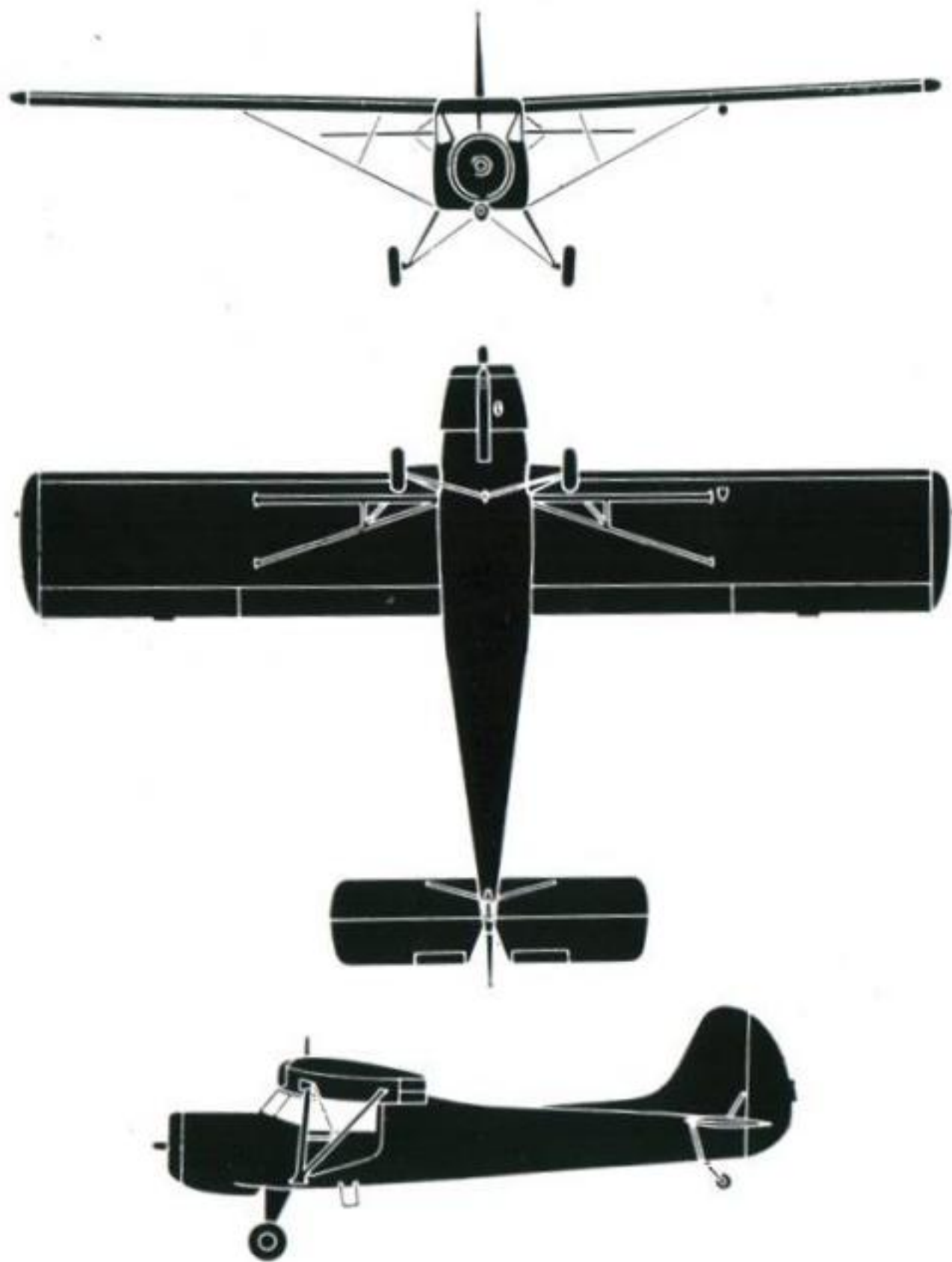
The various versions of the Jetstar have a common configuration but the military models are designated according to their roles as follows: C-140A for five U.S.A.F. models for navigational aid evaluation, C-140B for five U.S.A.F. mission support models, VC-140B for six U.S.A.F. V.I.P. transports and C-140C to the U.S. Navy's requirements.

Lesson instructions and solutions appear on the rear cover.





Span 41 feet



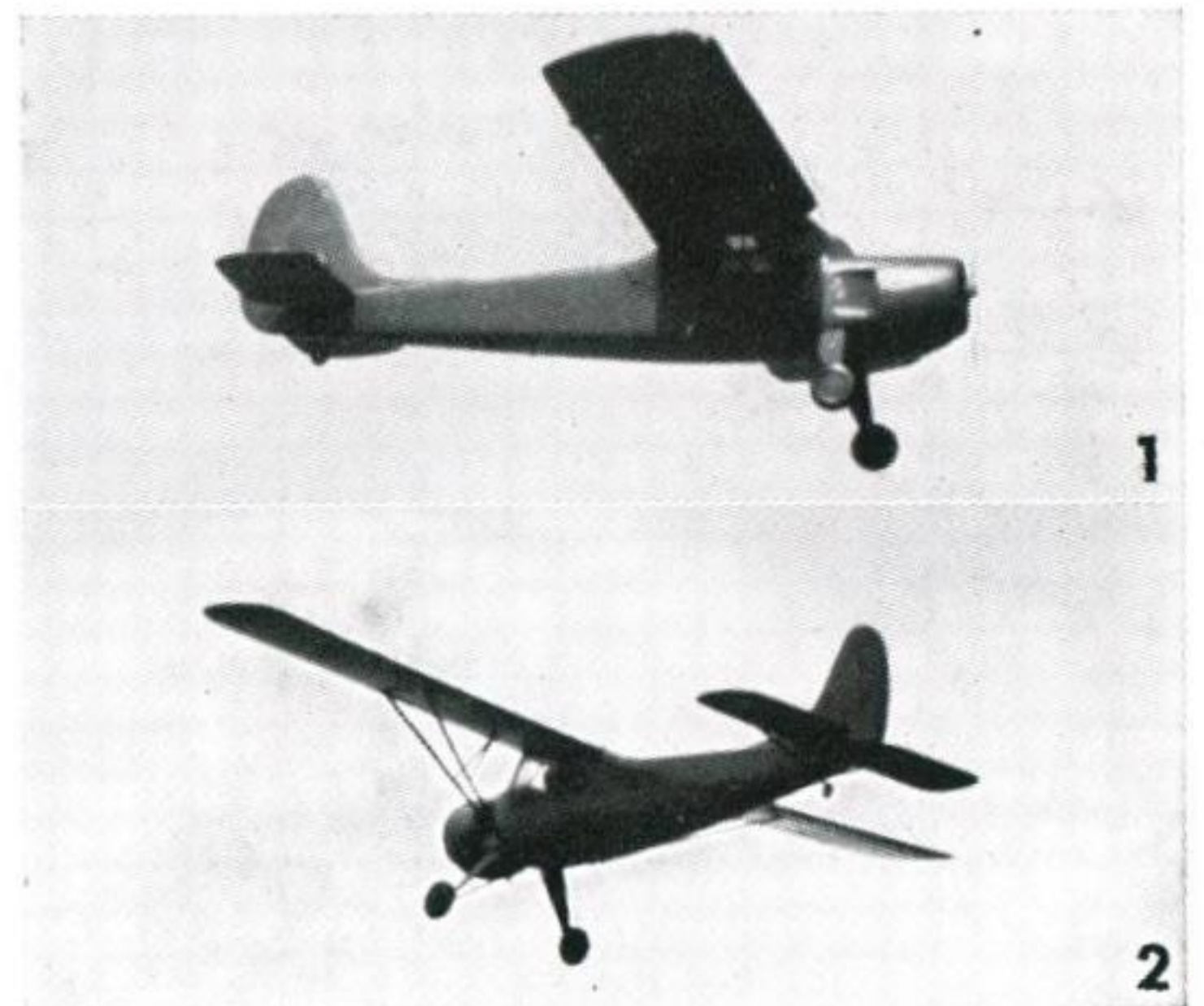
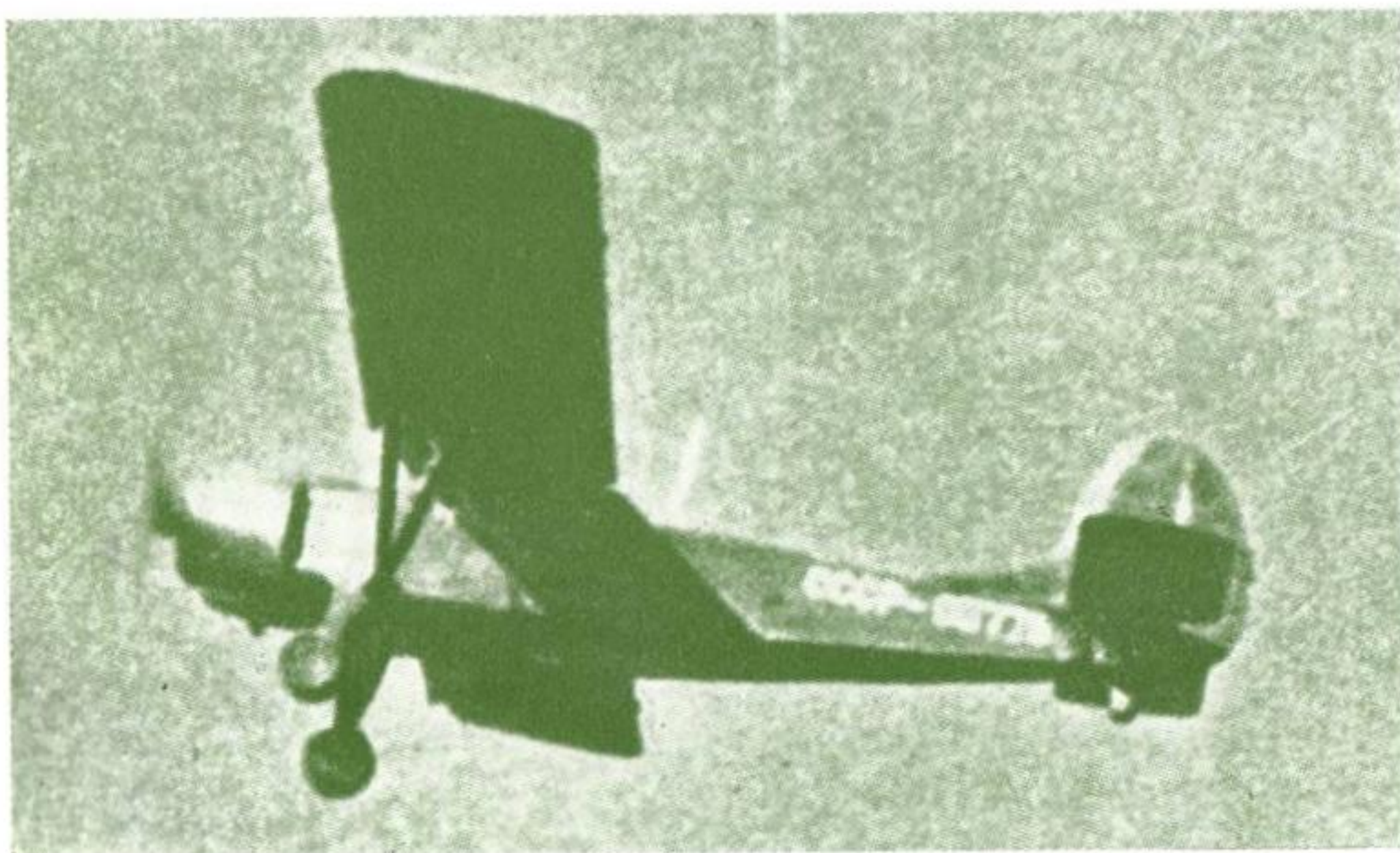
CREEK

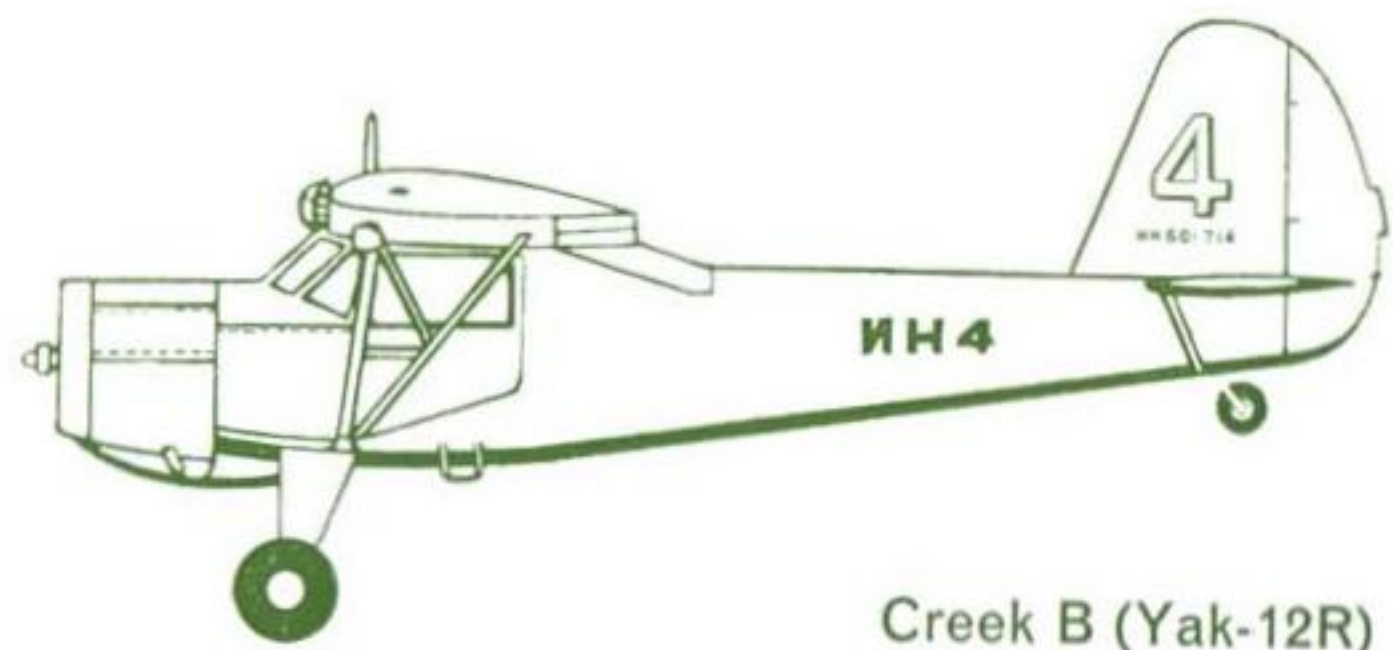
Like our own counterpart, the Auster, the Soviet Yak-12 Creek has varying configurations according to the engine fitted and with changes in fin shape.

The variations in side elevation are shown in the opposite page, in addition there is the Creek "D" (Yak-12A) on which the wing planform has been altered, but in general appearance it is similar to the Creek "C".

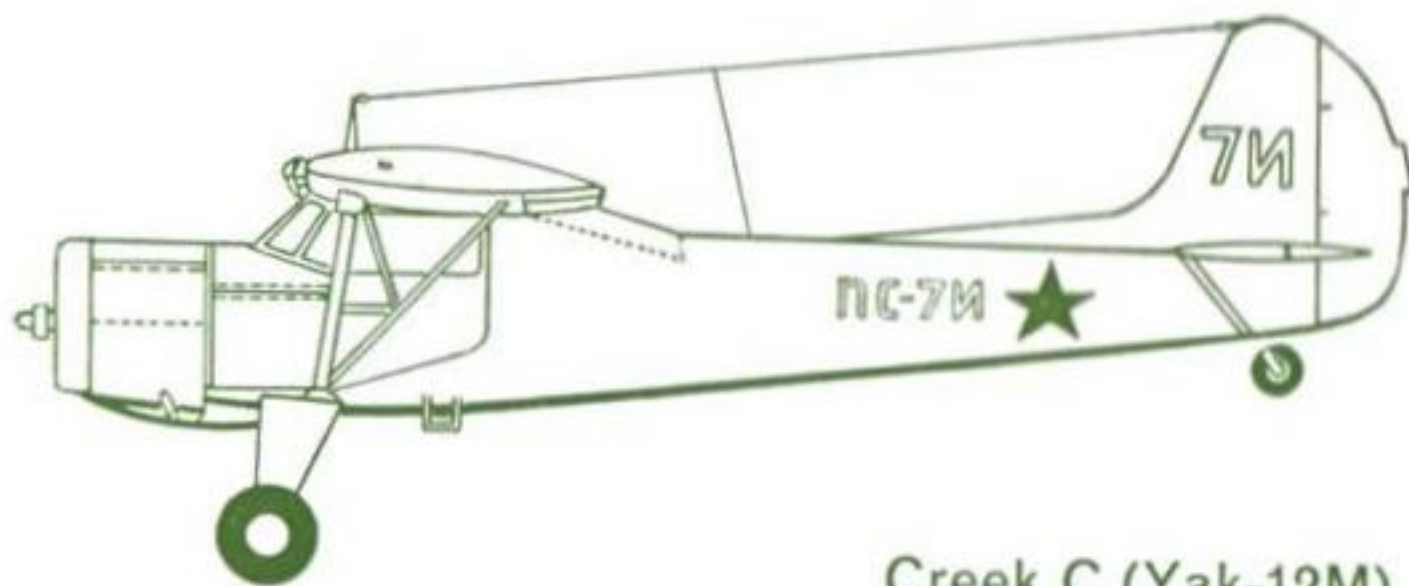
Built in Russia and Poland it is widely used in the Soviet Satellite countries for military liaison, as an air ambulance and for various civil activities including crop spraying and dusting for which special rigs are fitted.

Work to the lesson instructions on the rear cover, using the Creek A photograph above, the Creek "C" photograph below and the silhouette of the Creek "C" as guides. The correct solutions appear on the cover.





Creek B (Yak-12R)



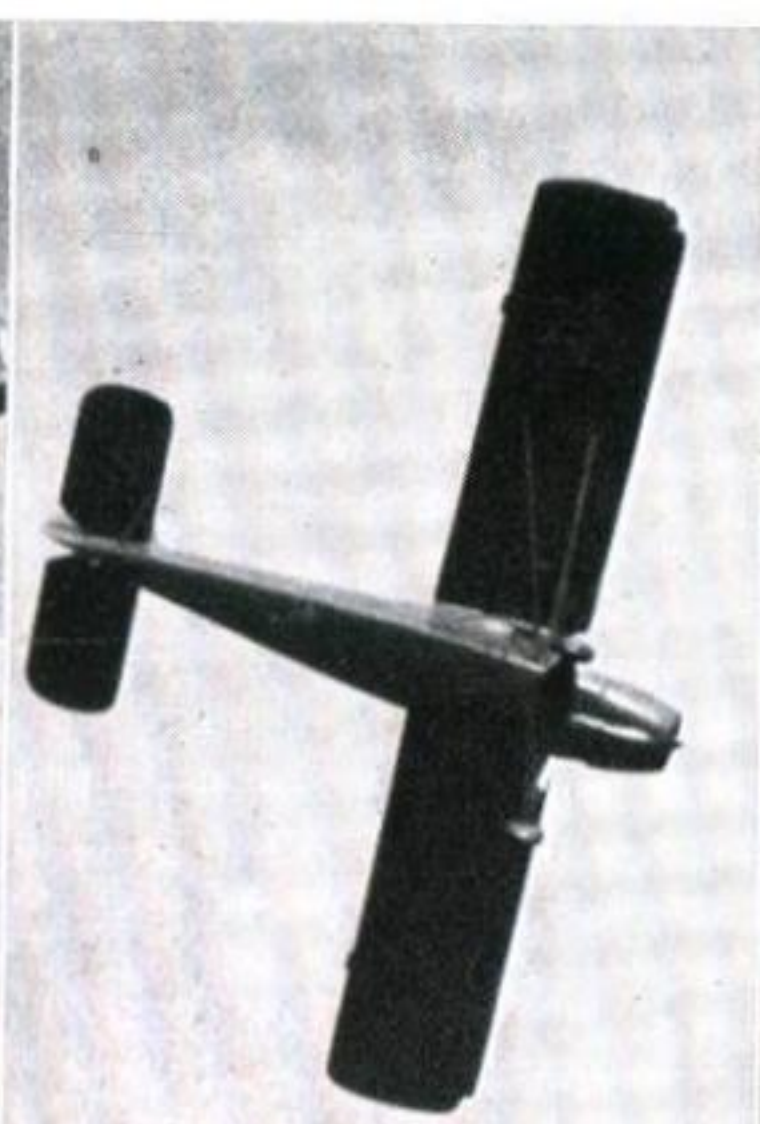
Creek C (Yak-12M)



Creek A (Yak-12)



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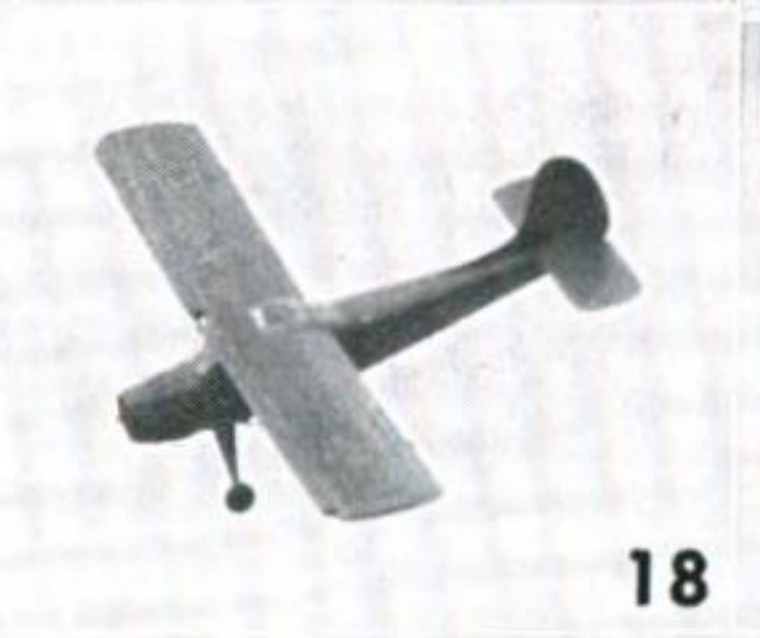
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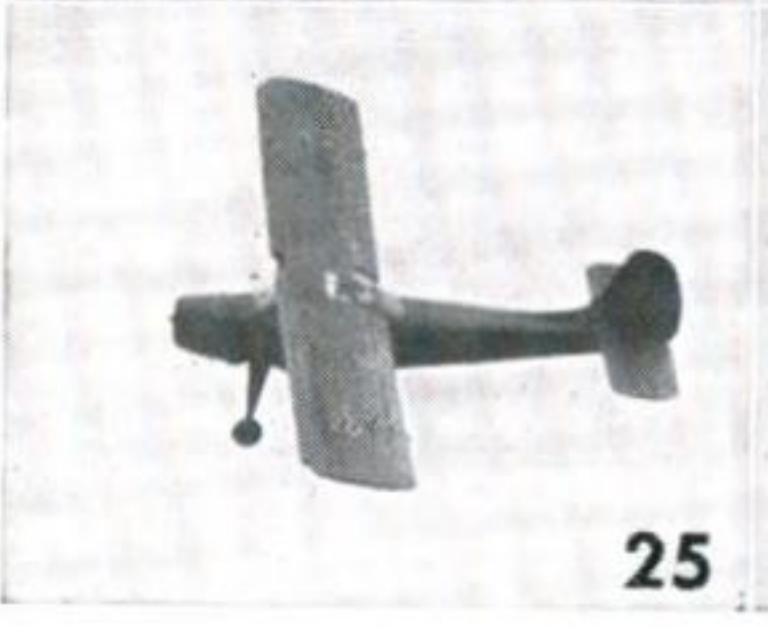
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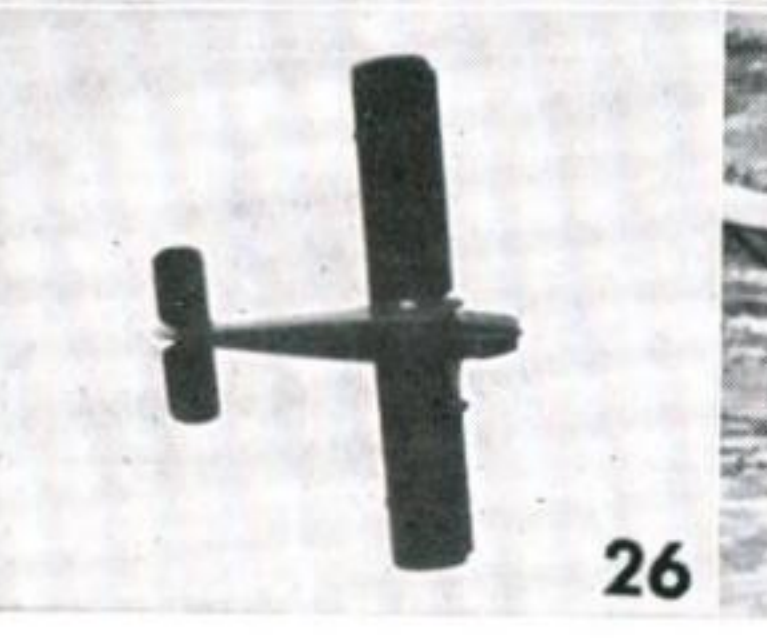
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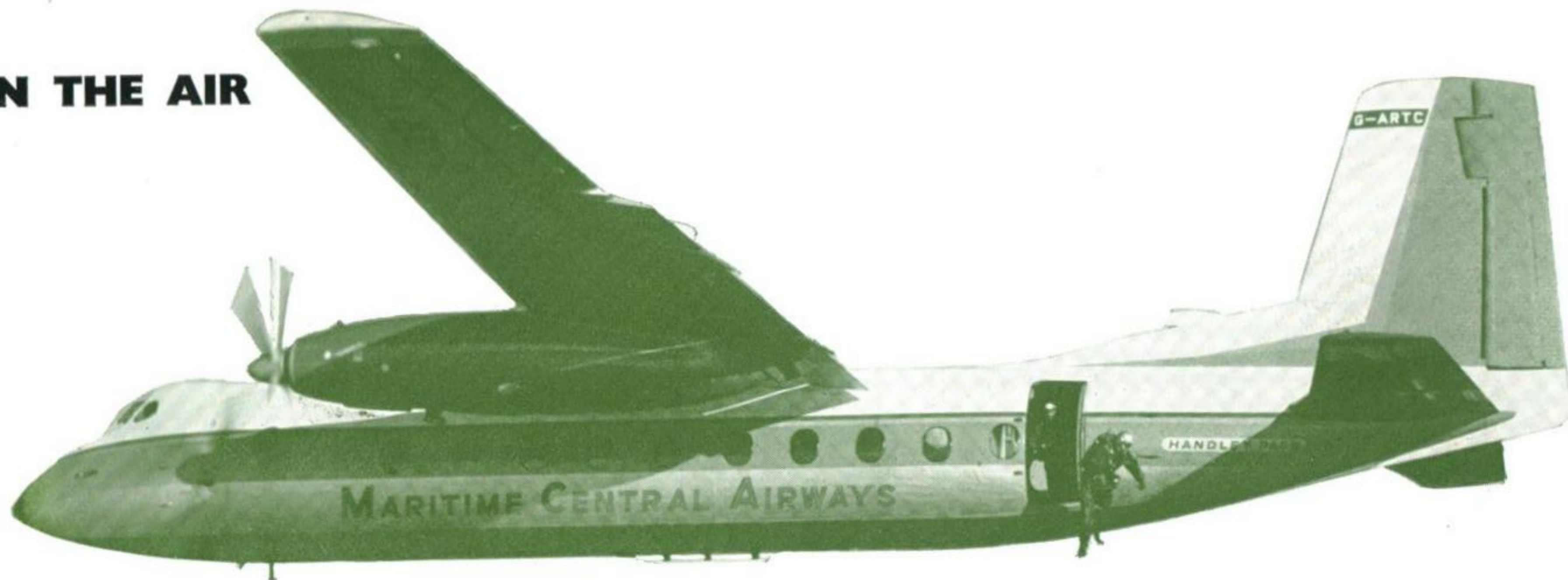


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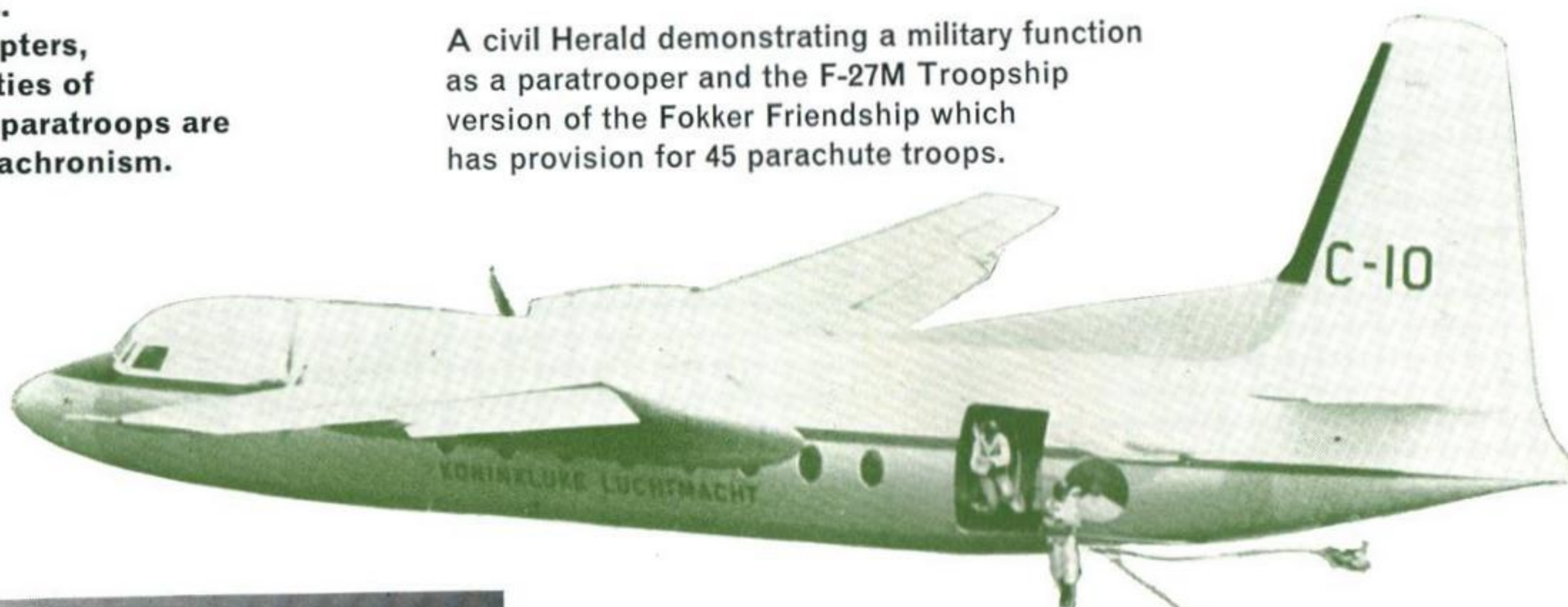
IN THE AIR



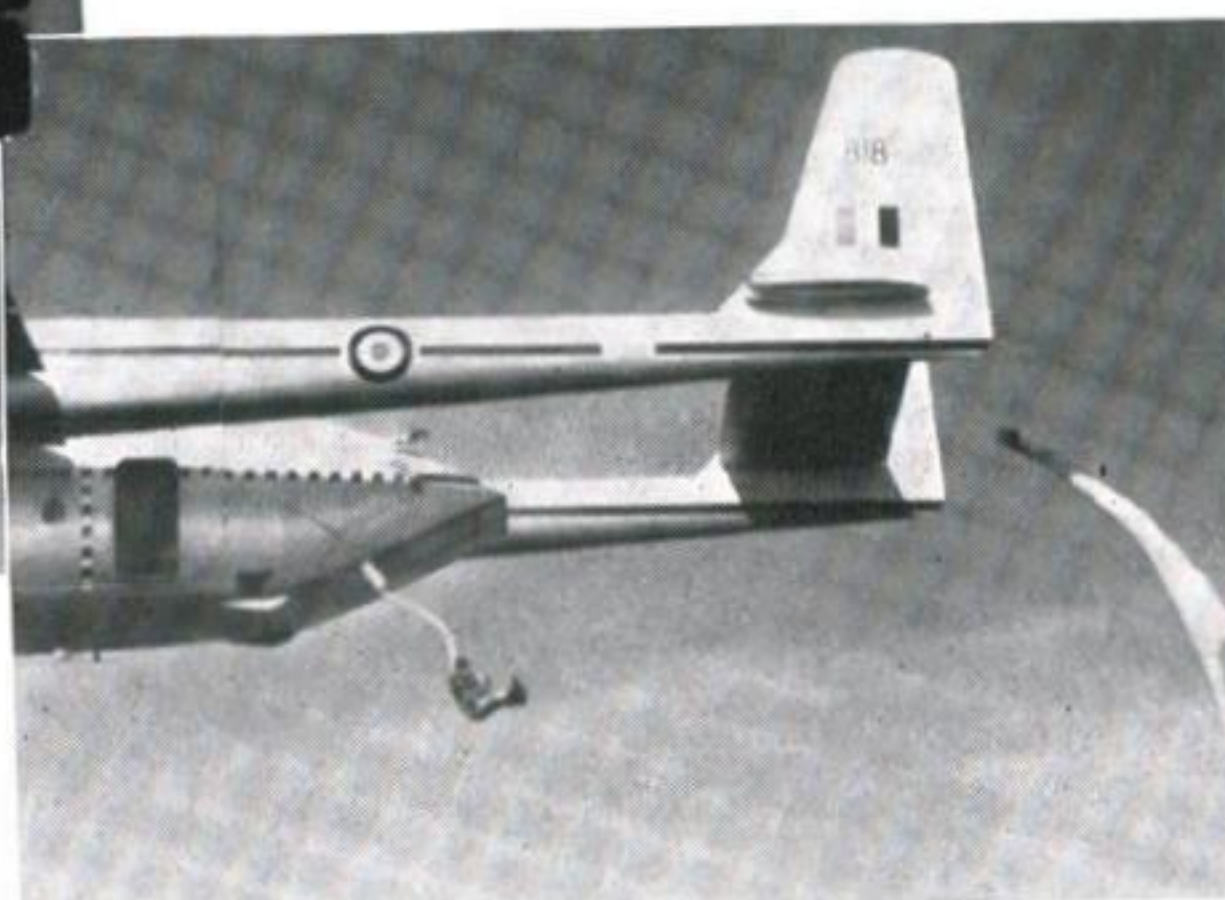
Twenty years ago, emphasis in identity training was on aircraft capable of carrying paratroops. In this era of helicopters, and VTOL capabilities of fixed wing aircraft, paratroops are by no means an anachronism.

PARATROOPERS

A civil Herald demonstrating a military function as a paratrooper and the F-27M Troopship version of the Fokker Friendship which has provision for 45 parachute troops.



Both Beverleys and Argosies have paratrooping facilities which, by the configuration of the aircraft, allow a clear exit with no fear of a trooper or an opening parachute, fouling the tail.



In the Soviet Bloc parachuting is widely practised as a sport and the An-2 COLT is widely used in this connection. Parachuters are shown here in Poland and Russia.

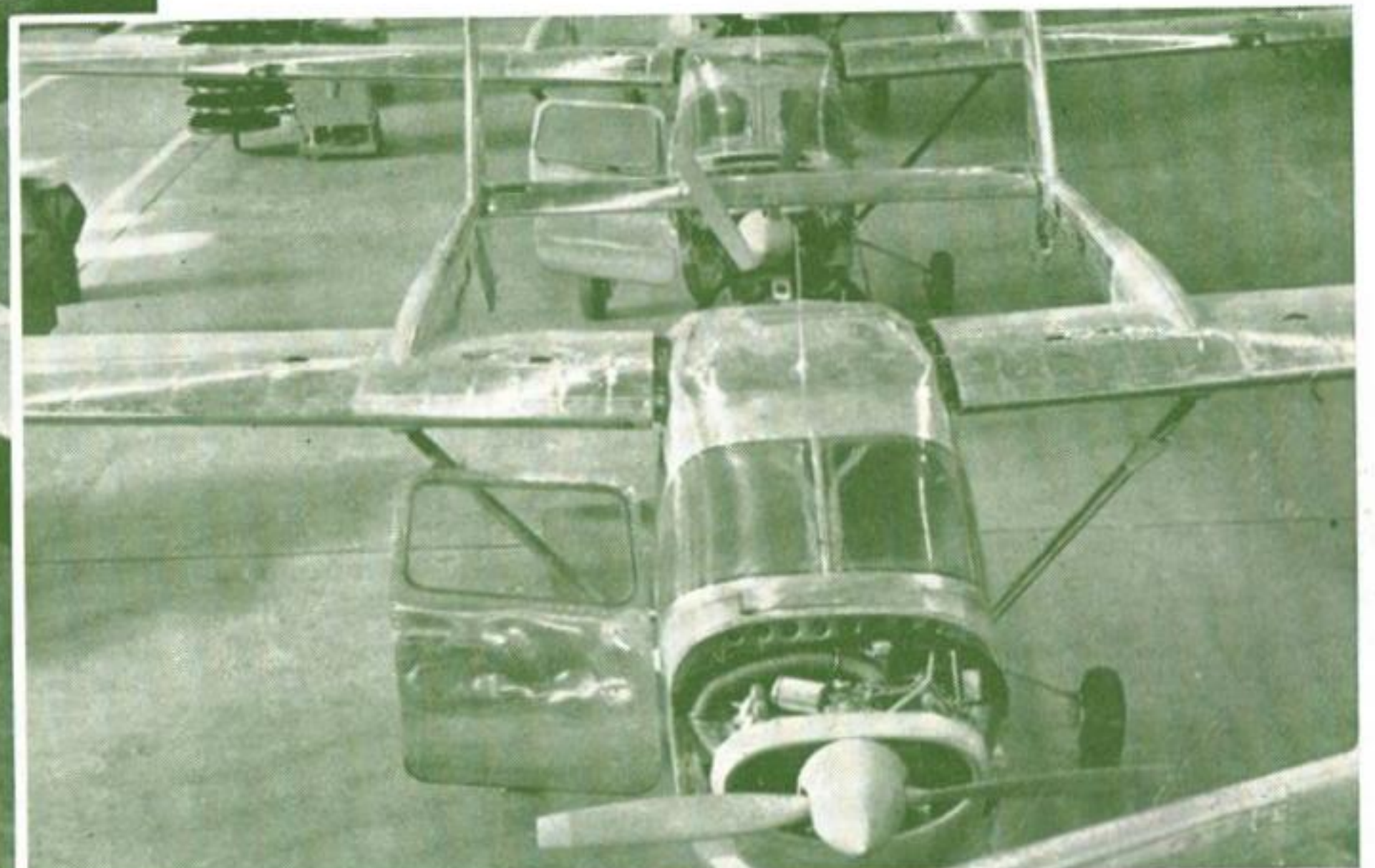


Skymaster

Planned for production at the rate of one a day is Cessna's new executive aircraft, the twin-engined Skymaster which has its engines in tandem. From the flying view, the rear engine is not easily discerned but the aircraft in the foreground of the production line photograph shows the position of the rear engine between the tail booms rather in the manner of pusher aircraft of the First World War.

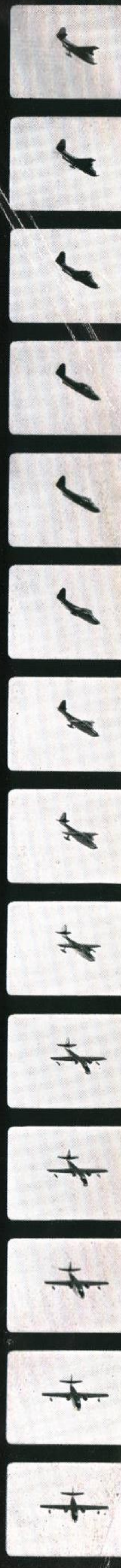
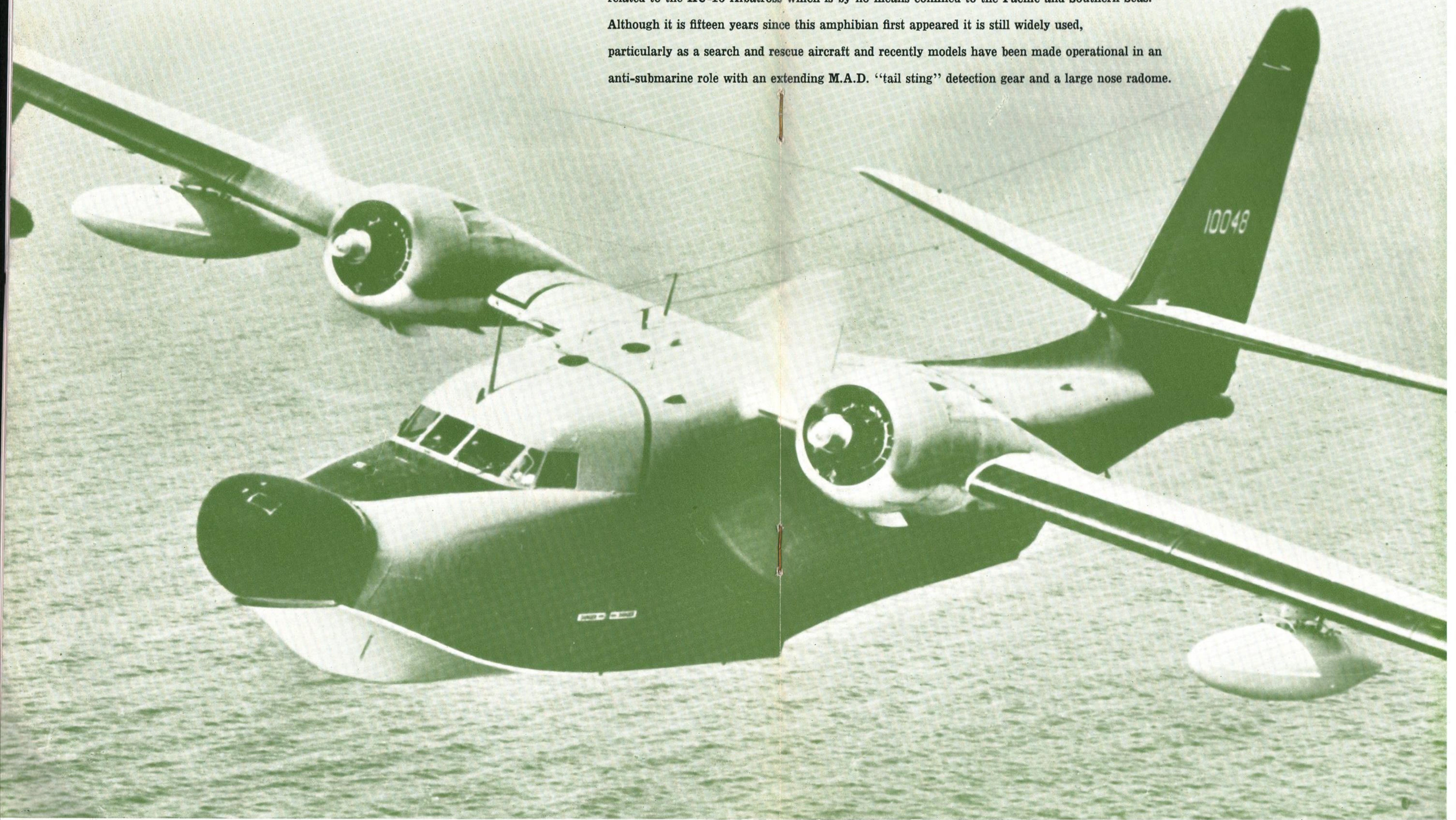
Skymaster no doubt fits well into the nomenclature adopted by Cessna, but to us the Skymaster is still the DC-4 or the C-54 as it is in the U.S. Air Force and Navy.

Just to keep you in the picture here are Douglas DC types which are still widely used—from top to bottom: DC-3 Super Dakota, DC-4 Skymaster, DC-6, DC-7. The DC-8 was the part subject of a lesson in our November 1962 edition.



ALBATROSS HU-16

The ancient mariner's superstition that it is unlucky to shoot an Albatross has more substance when related to the HU-16 Albatross which is by no means confined to the Pacific and Southern Seas. Although it is fifteen years since this amphibian first appeared it is still widely used, particularly as a search and rescue aircraft and recently models have been made operational in an anti-submarine role with an extending M.A.D. "tail sting" detection gear and a large nose radome.



HU-16 ALBATROSS

For practical purposes, identification as an Albatross is sufficient, but as there are variations and different designations, these are quoted for information below:



HU-16A (Grumman Model 64). Over 300 built and supplied to Brazil, Chile, Italy, Japan, Nationalist China, Philippines, Portugal and Spain. On reconditioning by Grumman, many of these are being modified to HU-16B standard.

HU-16B (Grumman Model 111). Improved version with increased wing span and tail area, basically as the key view above. Ten special models supplied to the R.C.A.F. as CSR-110s. Produced for anti-submarine work, as in the U.S.A.F., Royal Norwegian Air Force and Italian Air Force, these are equipped as per the key view below, which shows the M.A.D. "sting" fully extended. HU-16C, HU-16D and HU-16E concern variations in equipment and accommodation to HU-16A or B versions.

The key view overleaf shows the anti-submarine version with the "sting" retracted and strips of "static movies" show the basic HU-16 Albatross in a great many aspects of light and shade. Use these in connection with the instructions on the rear cover to classify the target views. It is not expected that the designations can be deduced from the target views but a full description, as far as can be ascertained, is given in the solution on the cover. Note that various under-wing stores may be carried.



Span 80-97 feet according to version



In target No. 27, the dayglo paint on the wing tips gives a false impression of wing shape.



BONAVENTURE



VICTORIOUS

SILHOUETTE FLEET



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37



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54



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56



CENTAUR



CLEMENCEAU



MIDWAY



ARK ROYAL

Identify each numbered view with the aid of the titled and coloured silhouettes at the top and bottom of the page in accordance with the instructions on the cover. A list of solutions appears on the cover.



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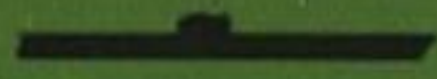
35



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51



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58



59



60

Further targets appear overleaf



FORRESTAL



ORISKANY



BONAVENTURE



VICTORIOUS



CENTAUR



CLEMENCEAU



ARK ROYAL



MIDWAY

SILHOUETTE FLEET

continued from previous page



ORISKANY

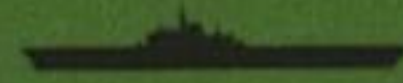


FORRESTAL

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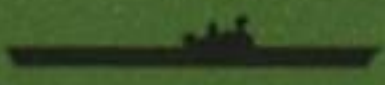
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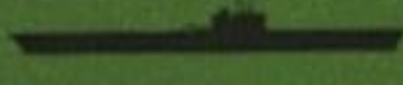
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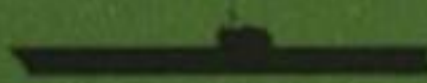
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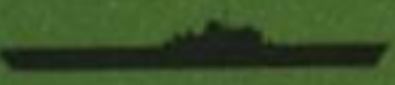
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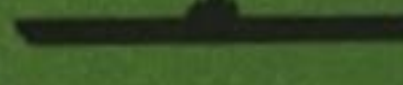
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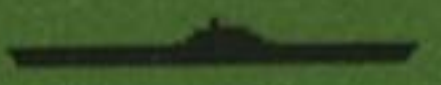
88



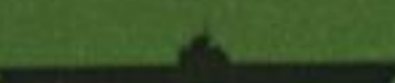
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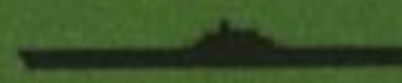
92



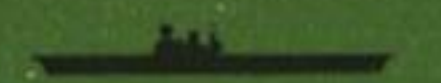
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A First step in Russian

As pointed out in the February 1963 edition, a problem in learning Russian is getting to know the Cyrillic script. Transliteration is one way of becoming familiar with it, being no more than an identity exercise in which the symbols replace aircraft, ships or tanks. Use the key below to transliterate the names of the vessels opposite and the names set out below. The key is in three groups: the top group is of characters of the same appearance in both languages: the middle group *look* Roman but are Cyrillic: the final group is of characters not in the Roman alphabet.

Russian Letters	Roman Equivalent	Phonetic Pronunciation
А а	a	in <i>bath</i>
Е е	ye, e	in <i>yet</i> (*)
К к	k	in <i>king</i>
М м	m	in <i>mind</i>
О о	o	in <i>stop</i>
Т т	t	in <i>total</i>
В в	v	in <i>valid</i>
Н н	n	in <i>none</i>
Р р	r	in <i>rocket</i>
С с	s	in <i>silver</i>
У у	u	in <i>boot</i>
Х х	kh	in <i>loch</i> (Scottish)
Б б	b	in <i>bar</i>
Г г	g	in <i>gull</i>
Д д	d	in <i>day</i>
Ж ж	zh	in <i>vision</i>
З з	z	in <i>zebra</i>
И и	i	in <i>keen</i>
Й й	y	in <i>boy</i>
Л л	l	in <i>wall</i>
П п	p	in <i>pipe</i>
Ф ф	f	in <i>fine</i>
Ц ц	ts	in <i>rats</i>
Ч ч	ch	in <i>church</i>
Ш ш	sh	in <i>short</i>
Щ щ	shch	in <i>Ashchurch</i>
Ы ы	y	in <i>rhythm</i>
Ь ь	'	no sound (**)
Ъ ъ	'	no sound (***)
Э э	e	in <i>bed</i>
Ю ю	yu	in <i>yule</i>
Я я	ya	in <i>yard</i>

(*)—ye initially, after vowels, and after **ъ, ь**; e elsewhere; when written as **ё** in Russian, transliterate **yě** or **ě** (and pronounce **yo** in *York*).

(**)—hard sign, used after consonant to separate it from a vowel (expl.: **объект**—ob'yekt).

(***)—soft sign, used after a consonant to soften it (expl.: **мальчик**—mal'chik).

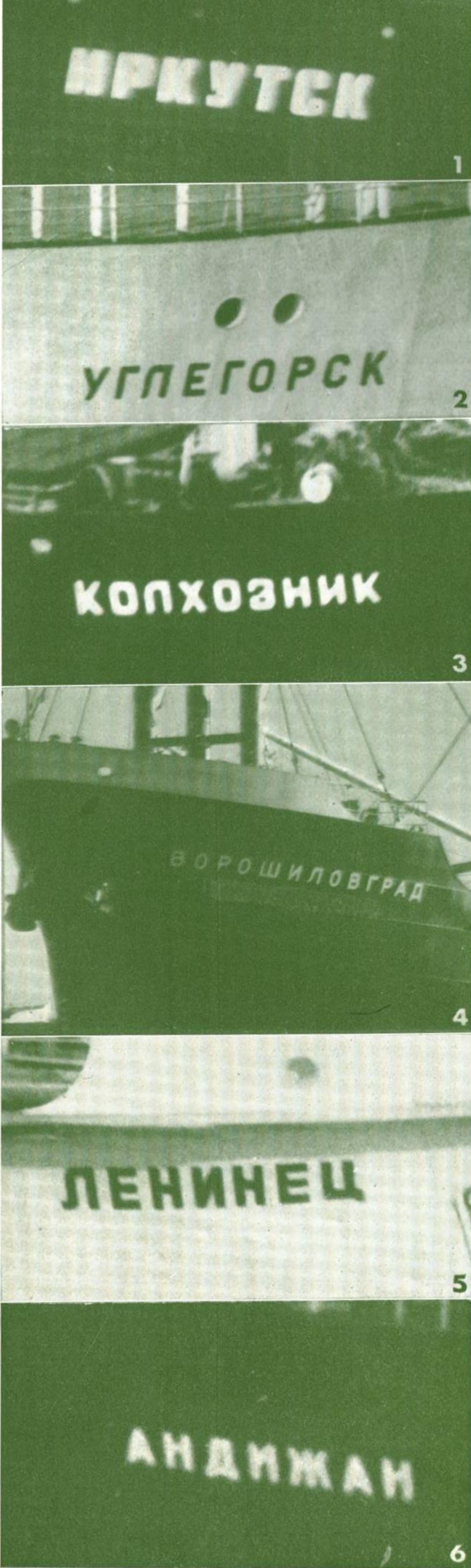
Order of Russian Alphabet

А Б В Г Д Е Ж З И Й К Л М Н О П Р С Т У Ф Х Ц Ч Ш Щ Ъ Ы Ь Э Ю Я

A further exercise in Transliteration

МЕТАЛЛУРГ АРХАНГЕЛСК, ИЖЕВСК, КИРОВСК, БРАТСК, ИШМАЛЕС, ФИЗИК, СУРА, ДОБРОПОЛЬЕ, ВОЛХОВГЕС, ИГАРКАЛЕС, ШЕНКУРСК, ЛИПЕЦК, СОВЕТСКАЯ УКРАИНА, ДМИТРИЙ ДОНСКОЙ

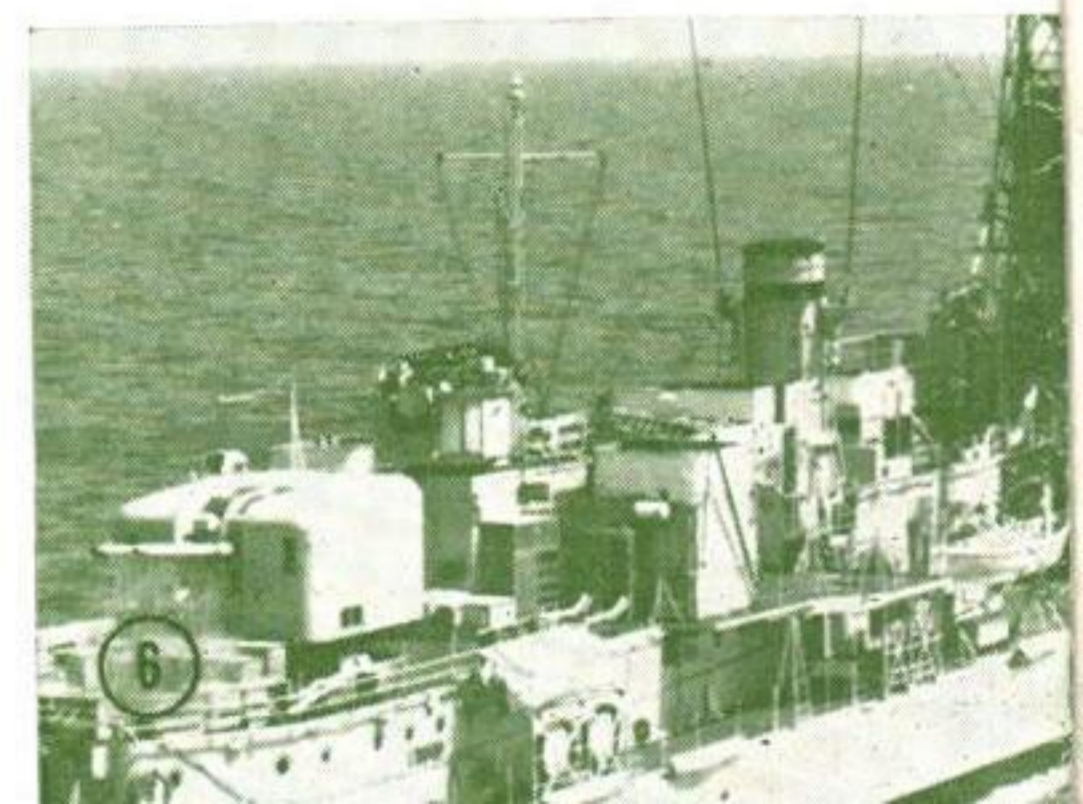
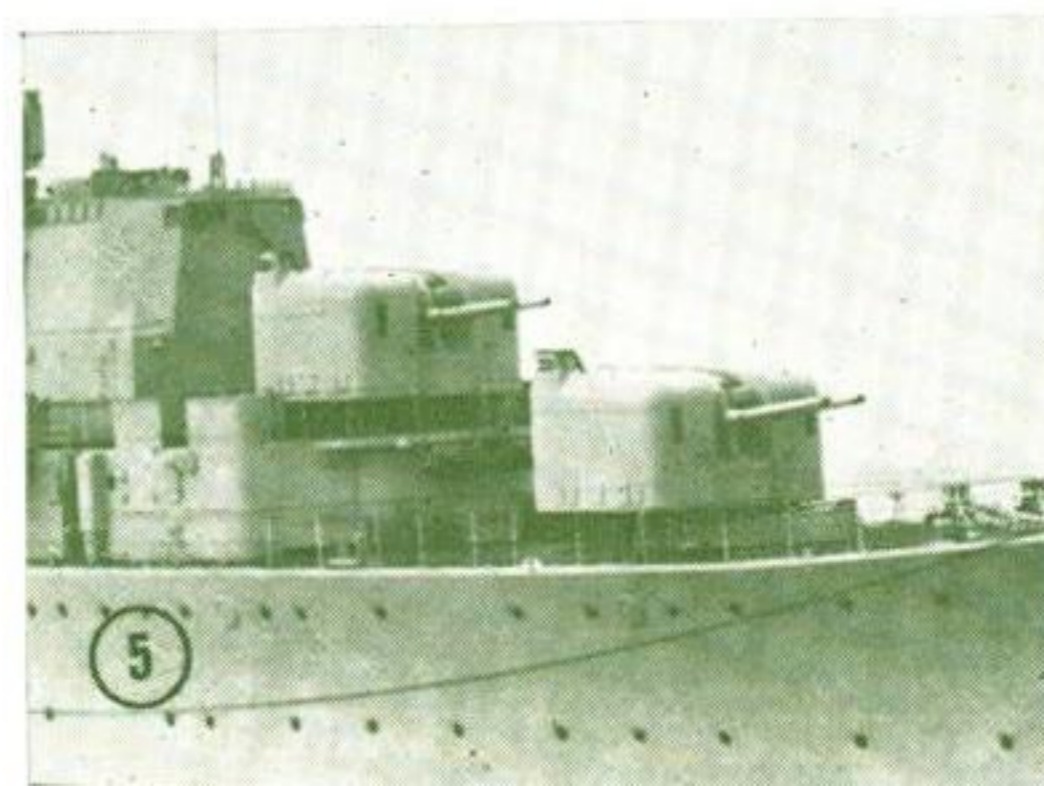
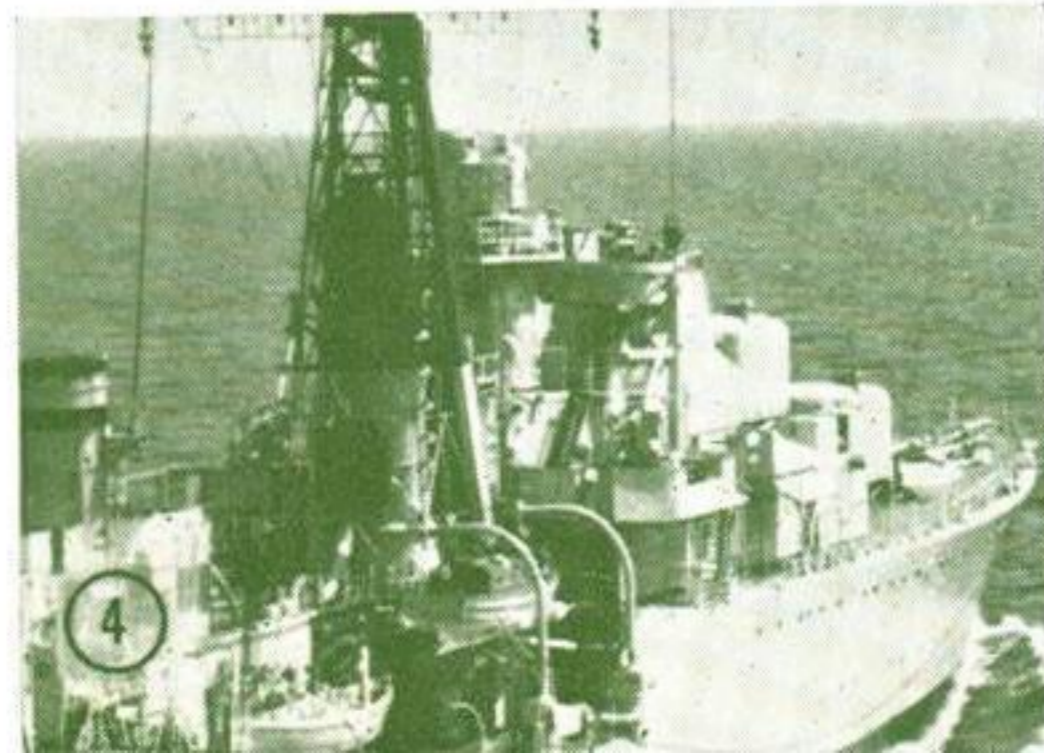
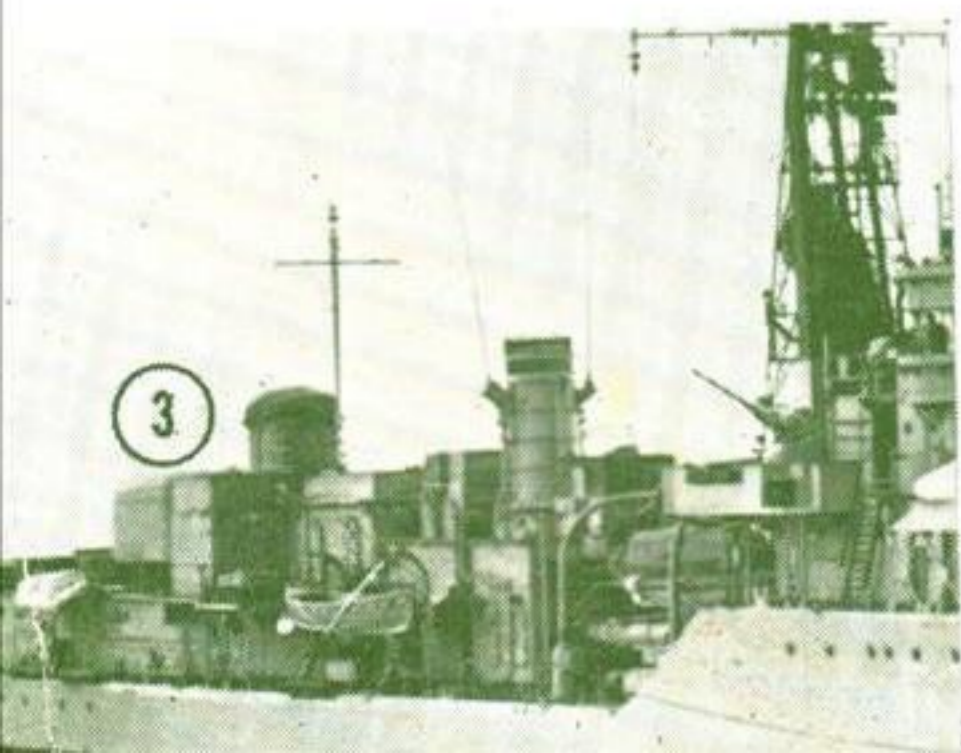
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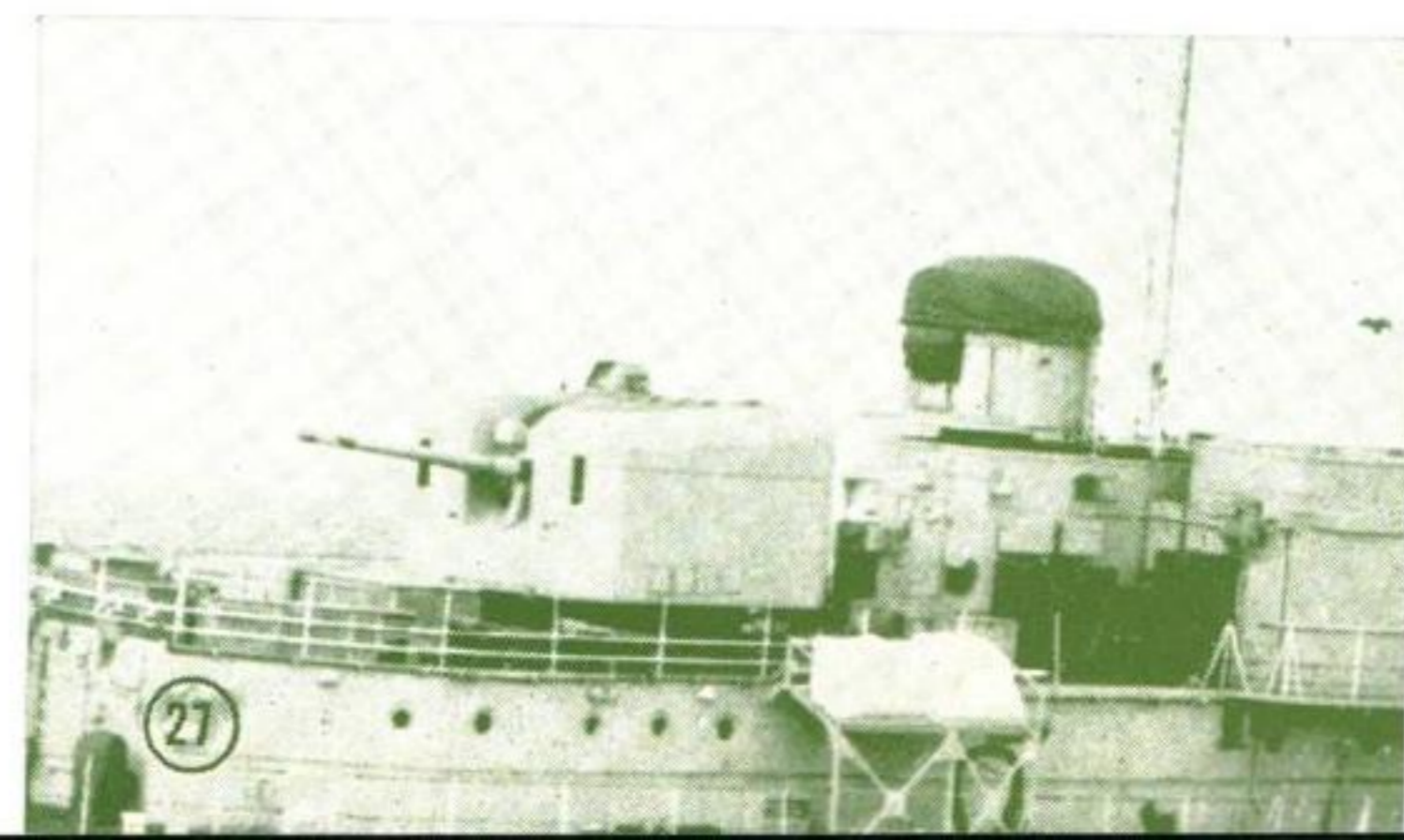
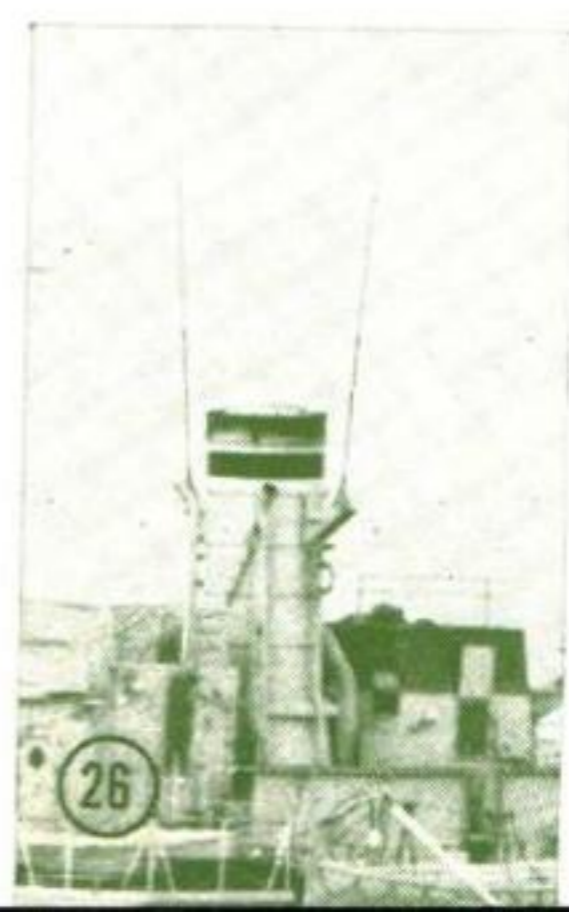
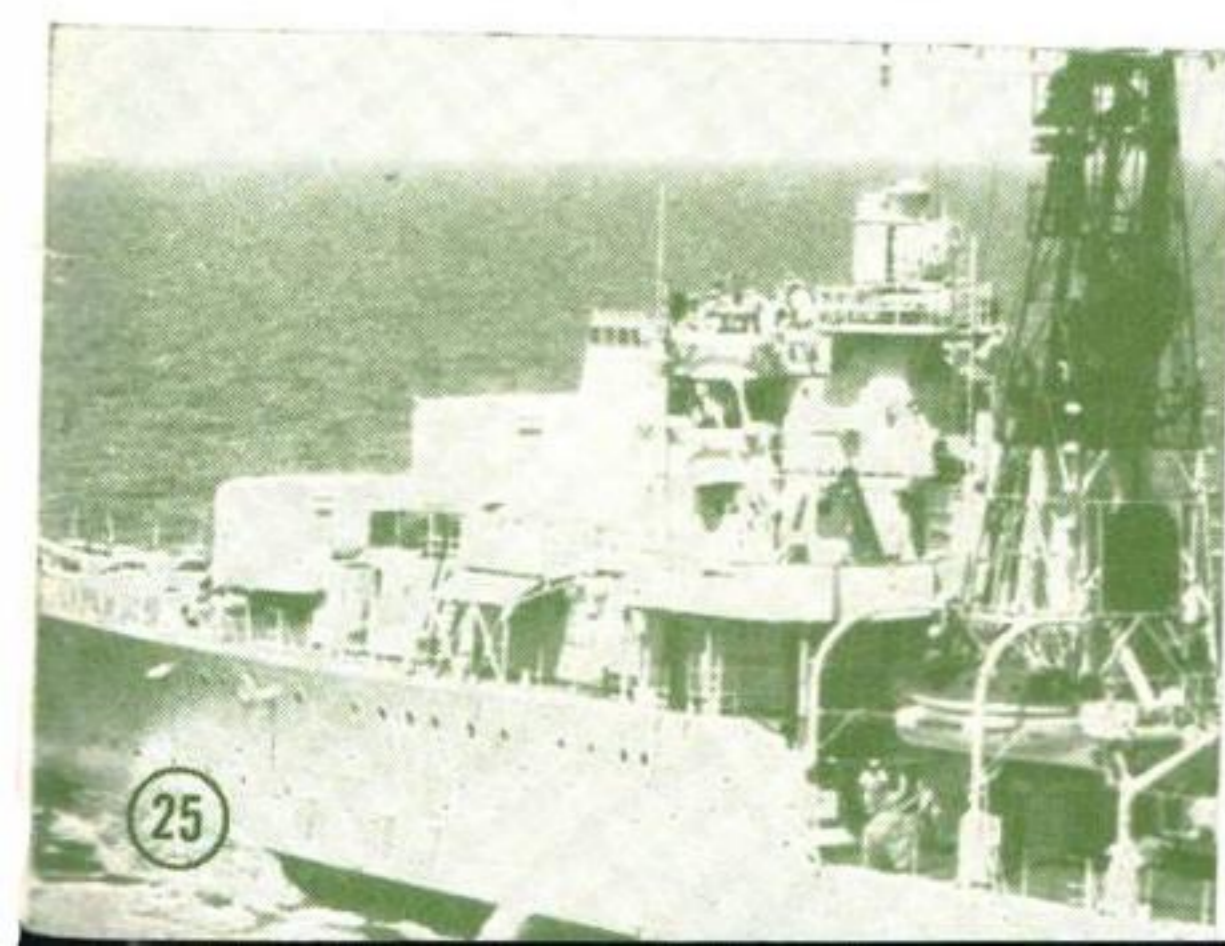
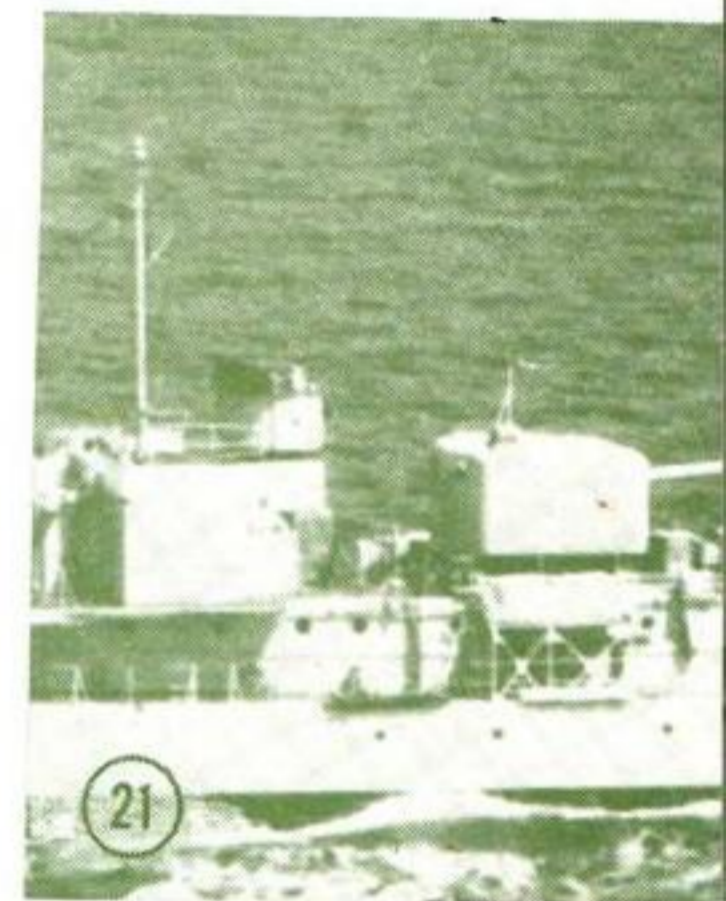
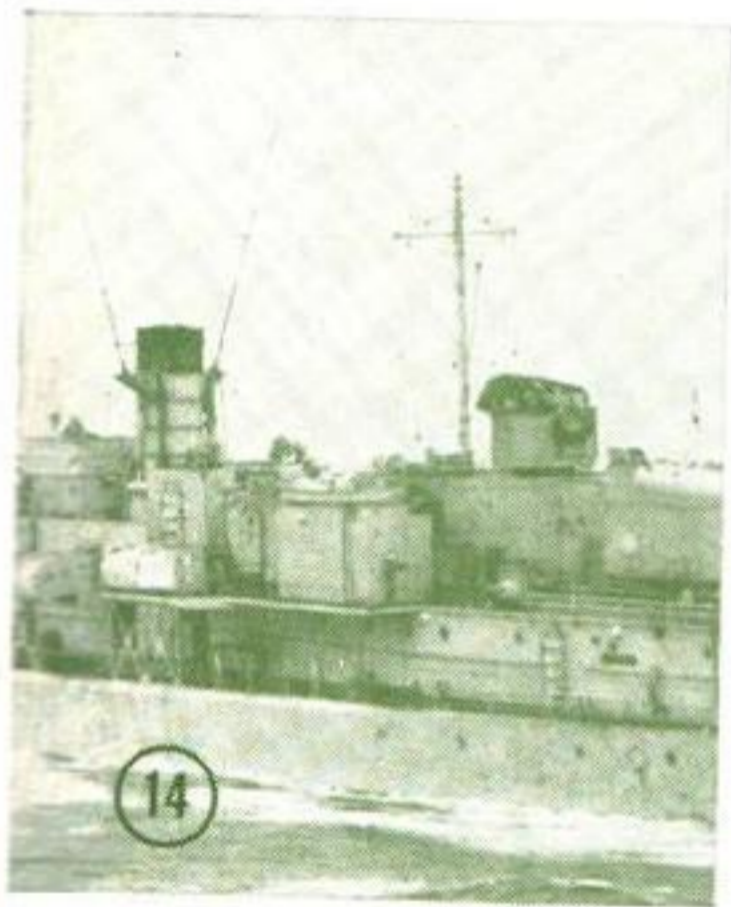
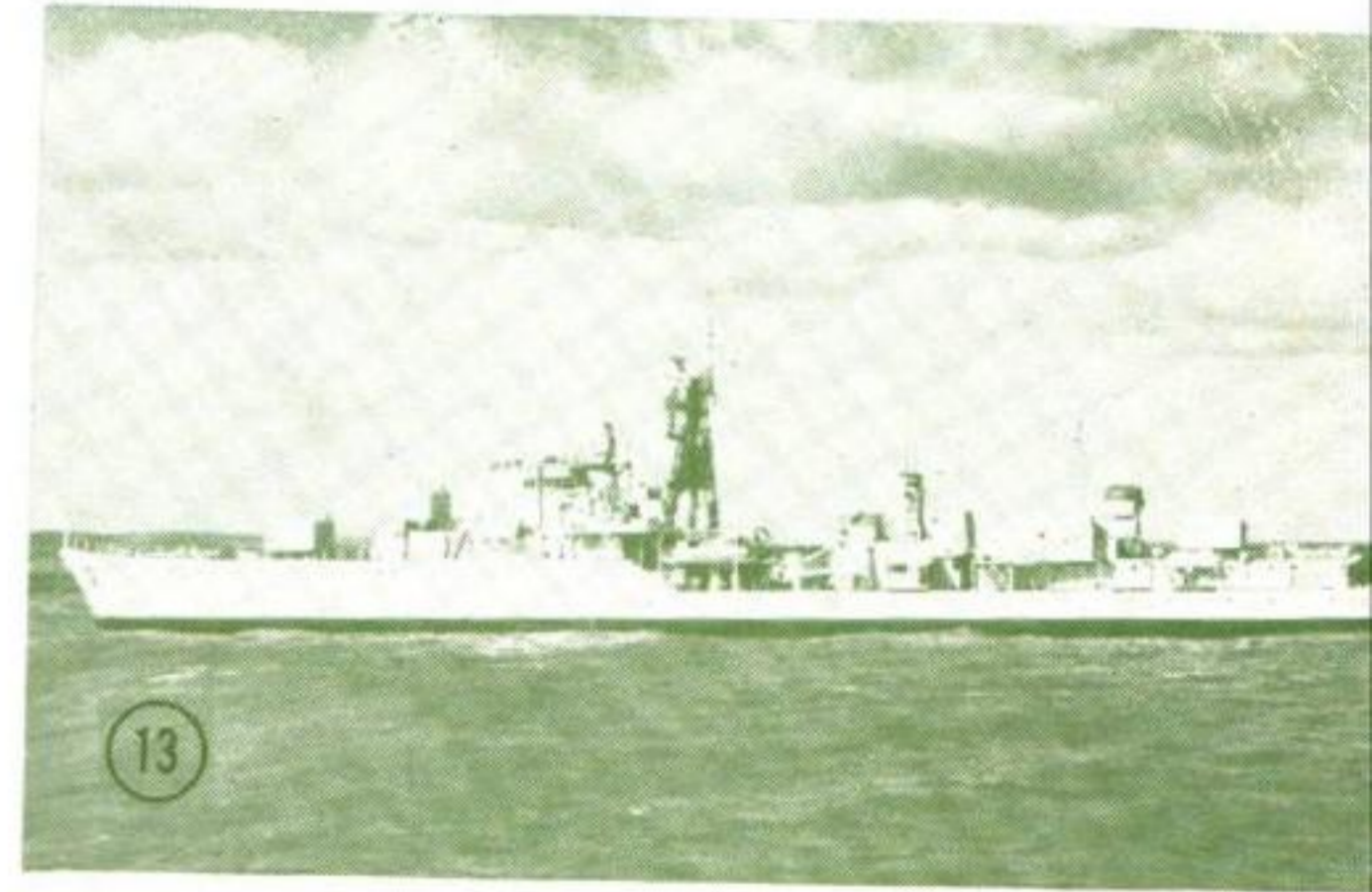
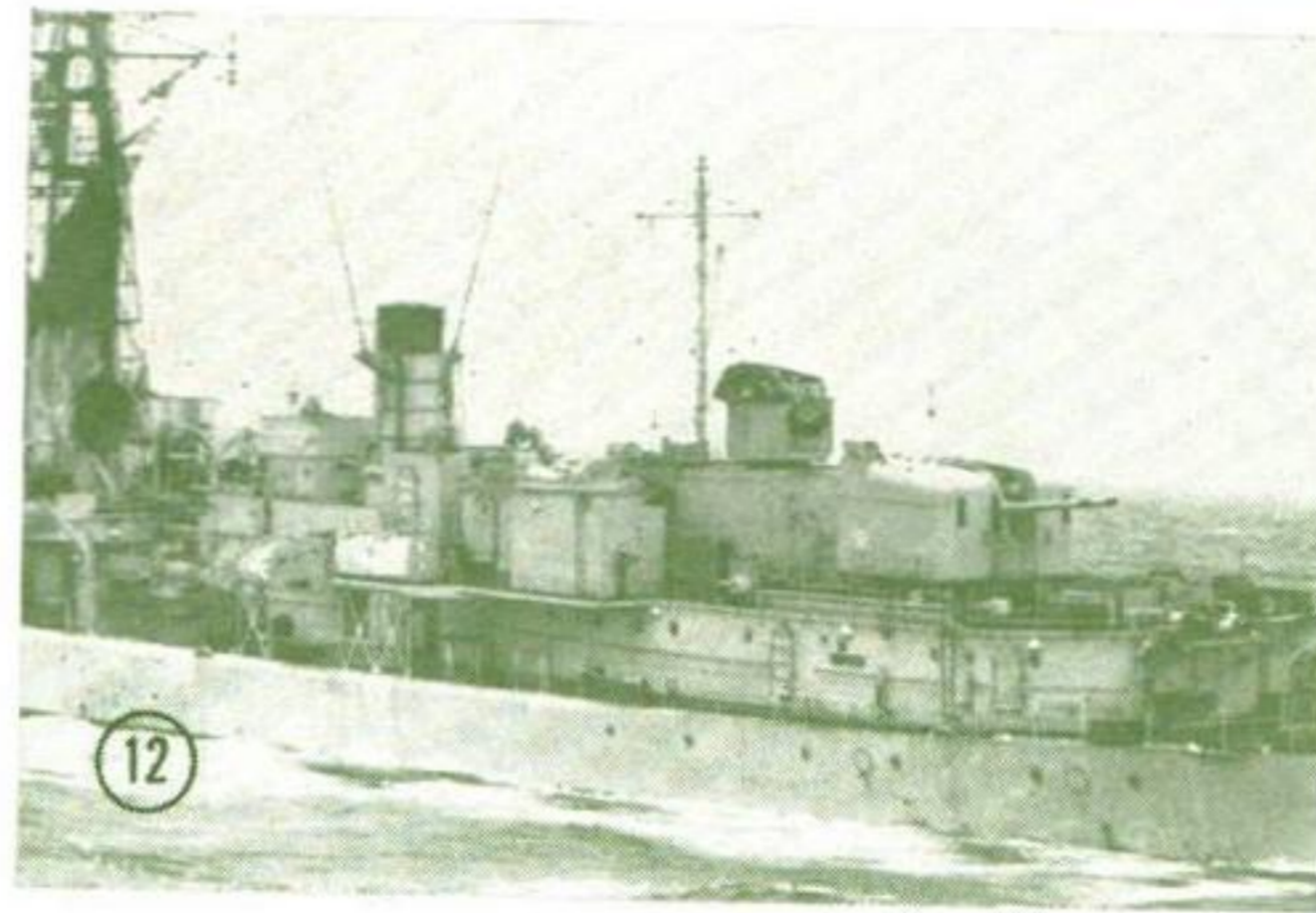
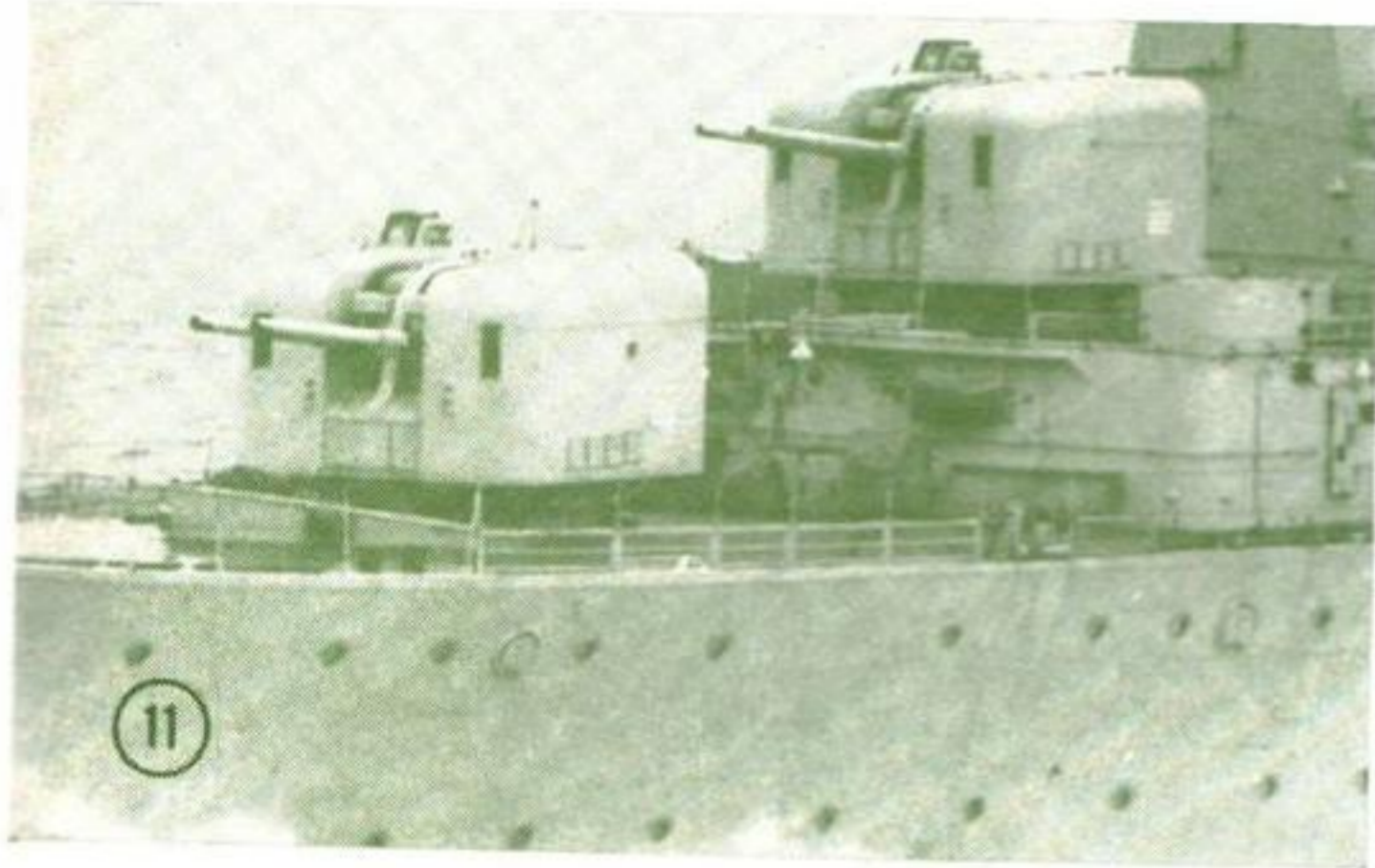
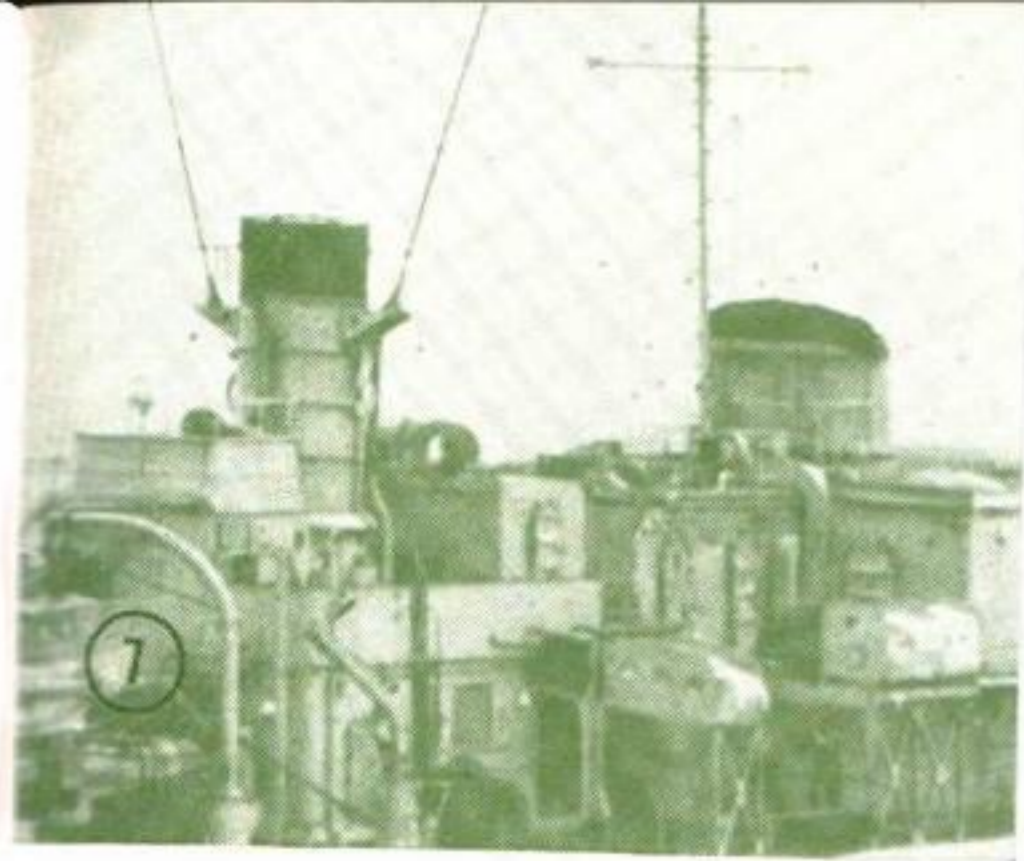


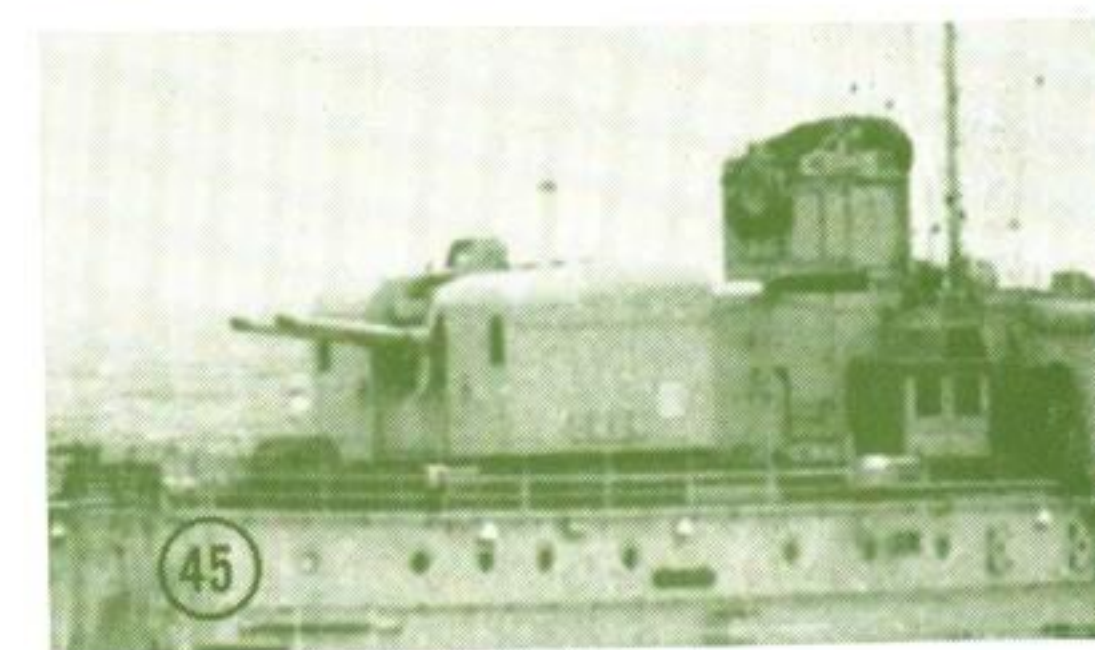
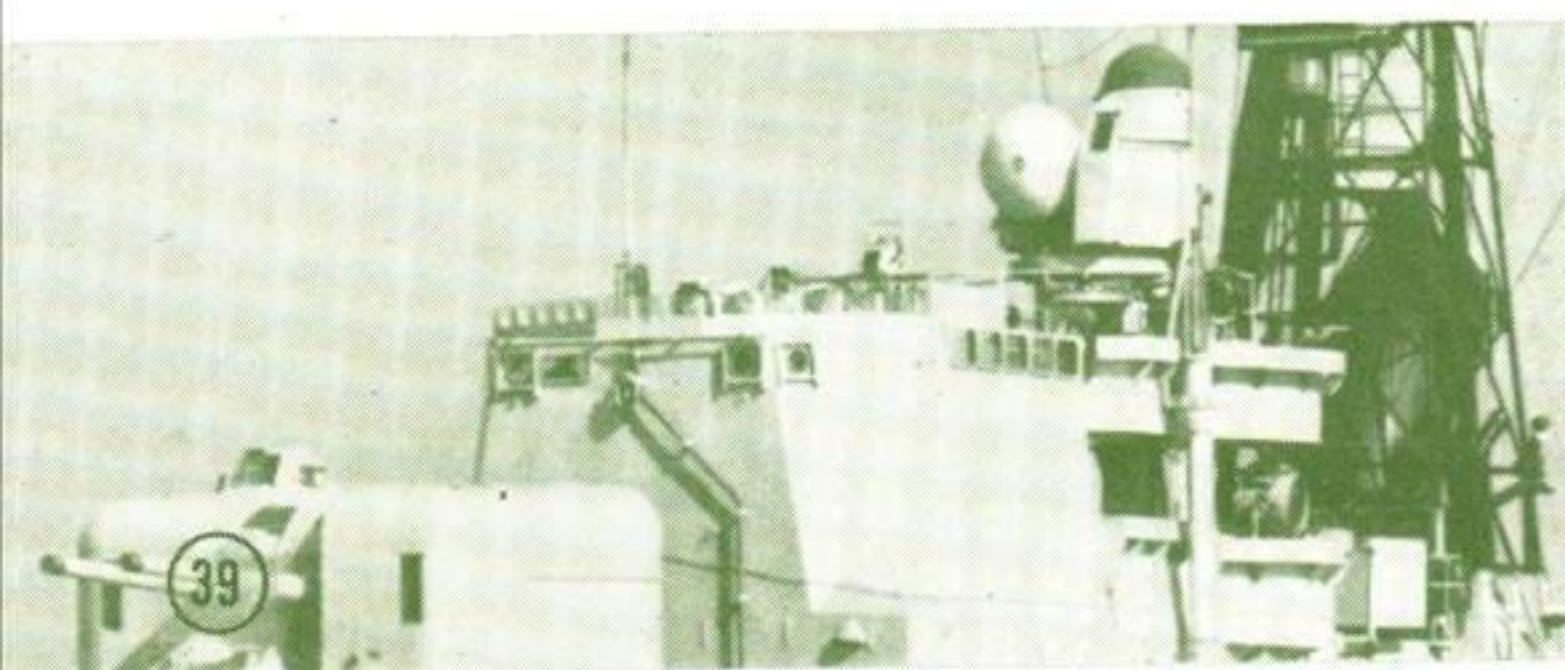
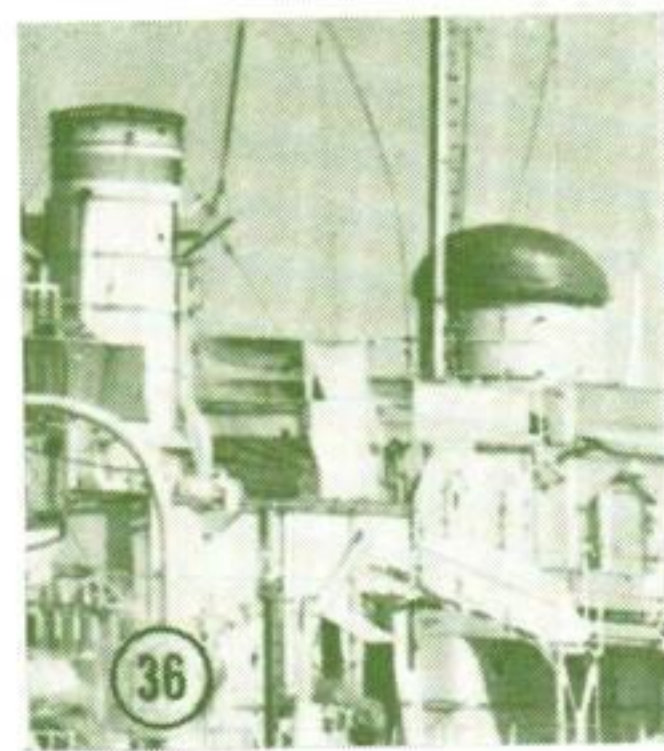
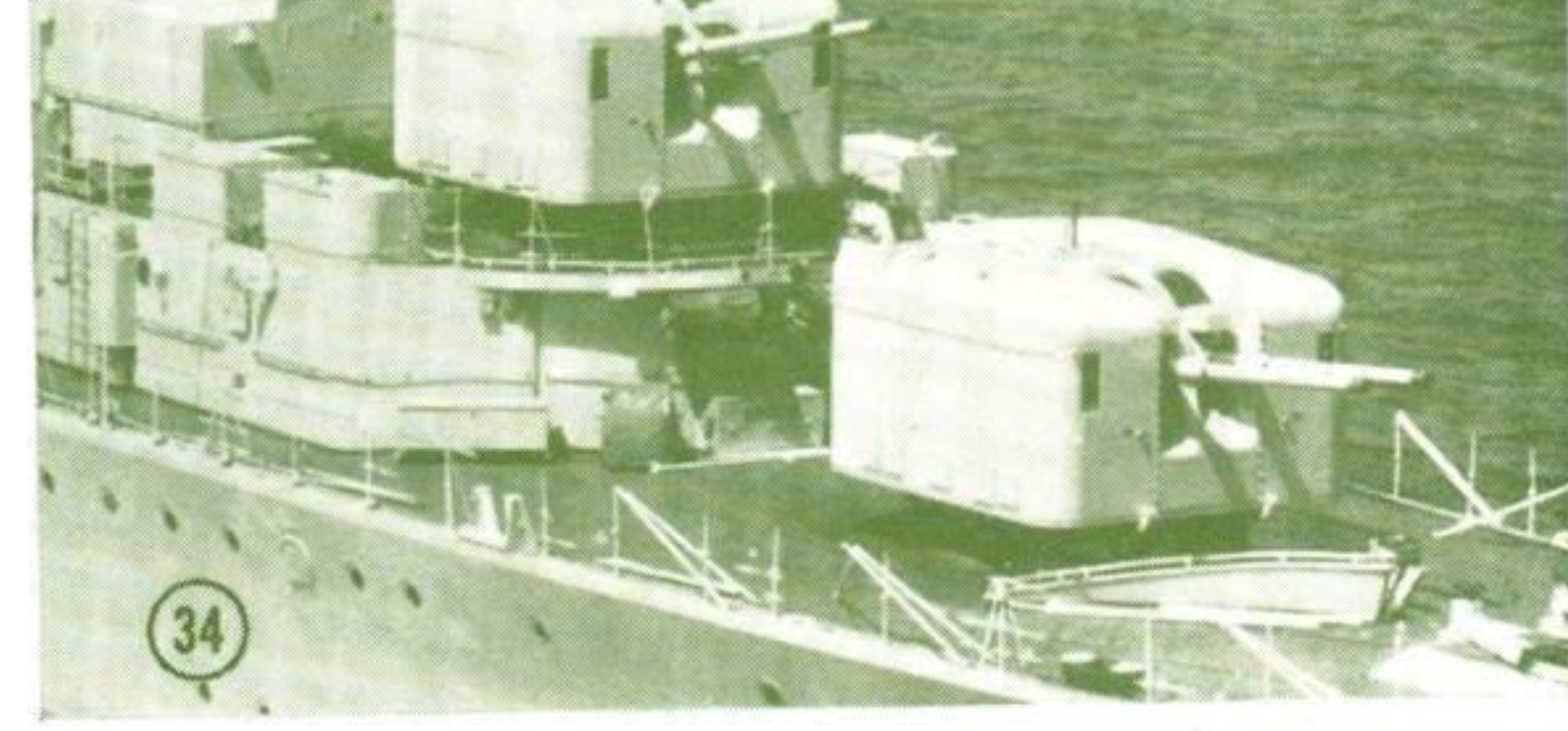
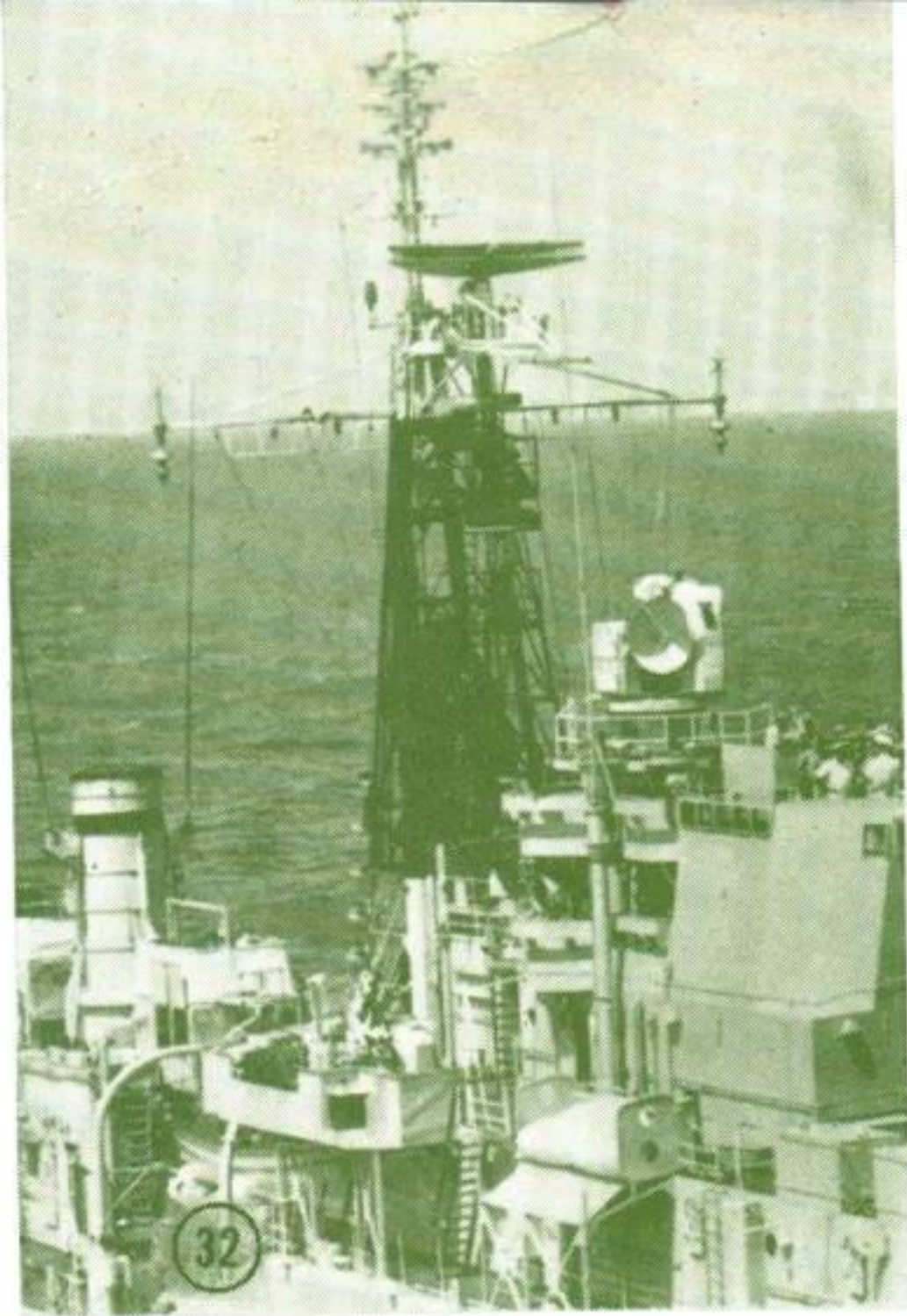
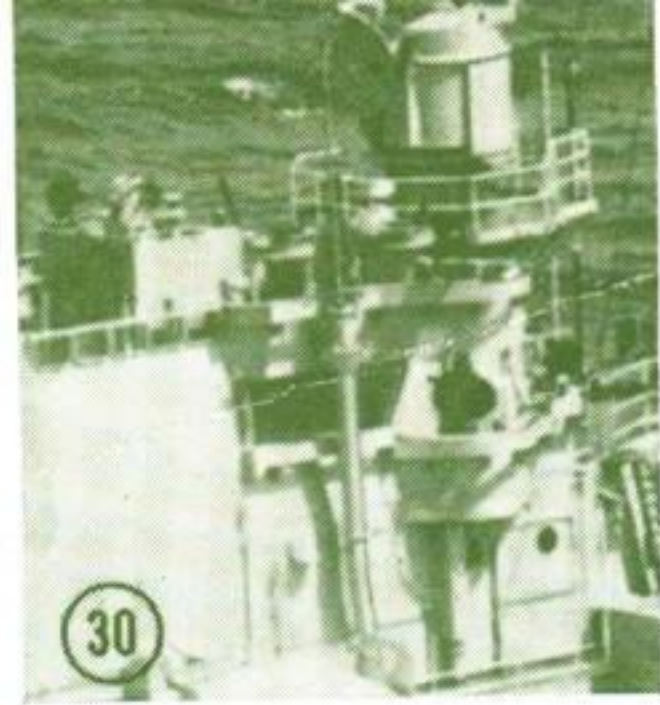
DARING CLASS DESTROYERS

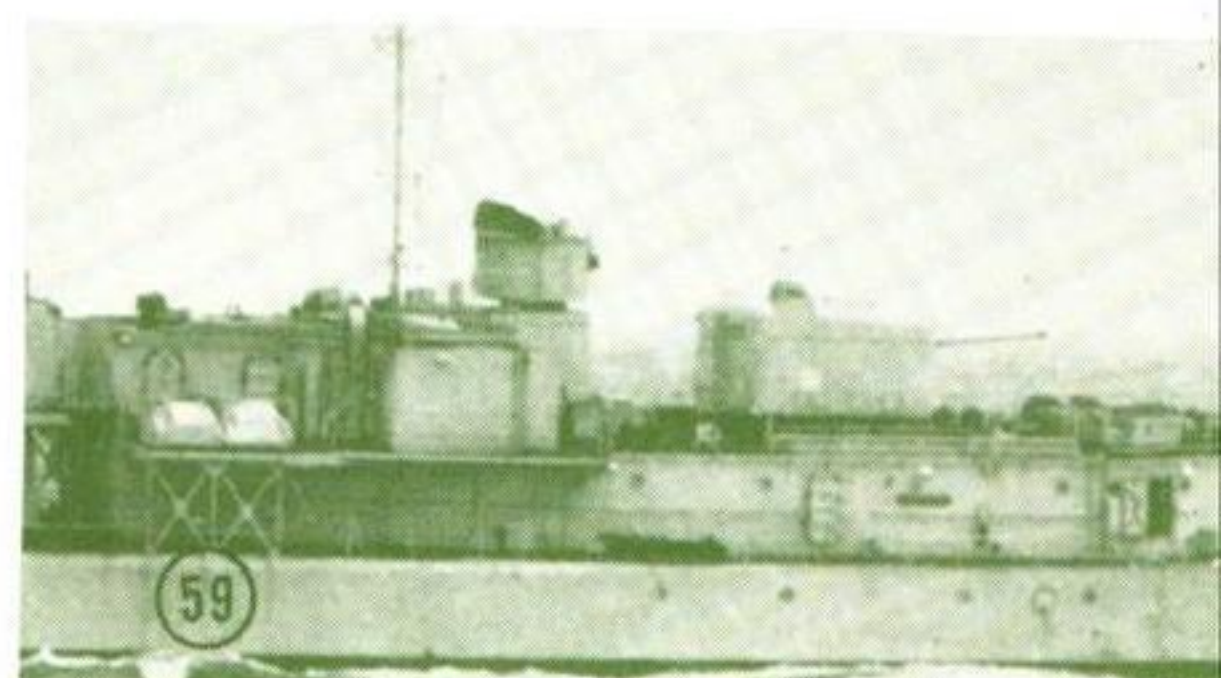
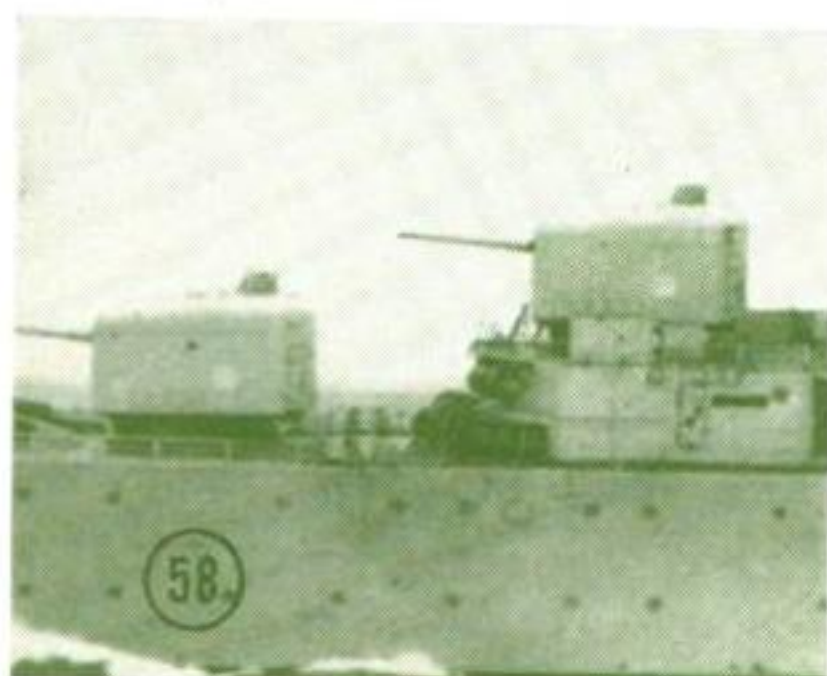
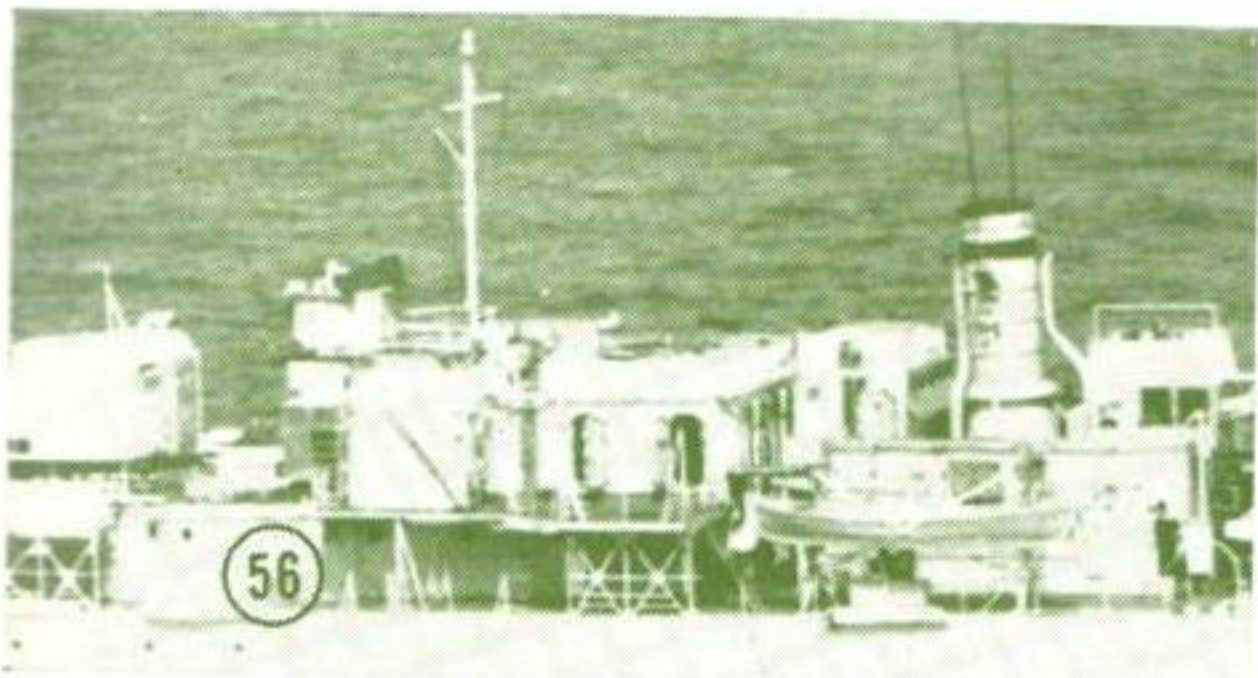
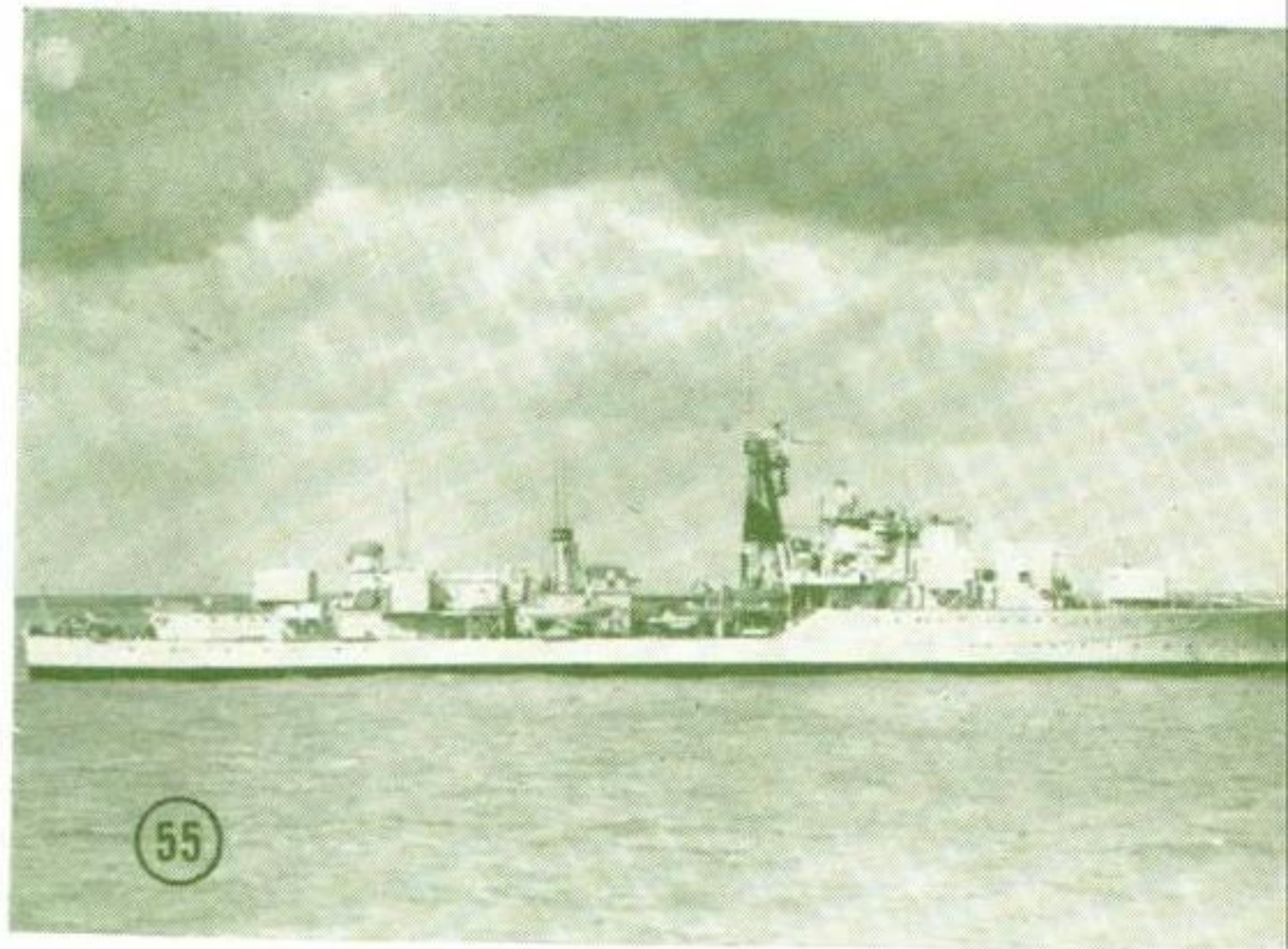
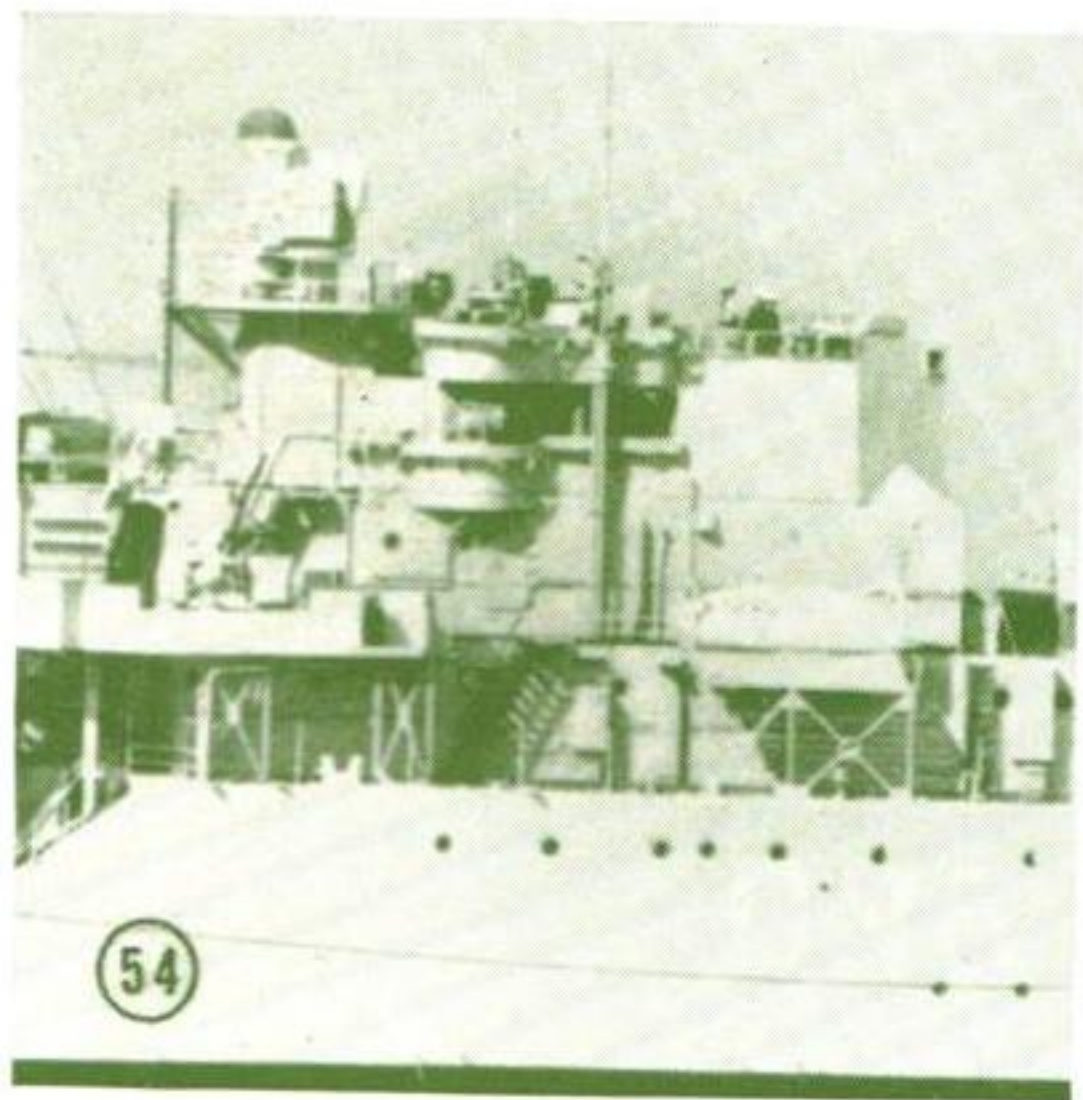
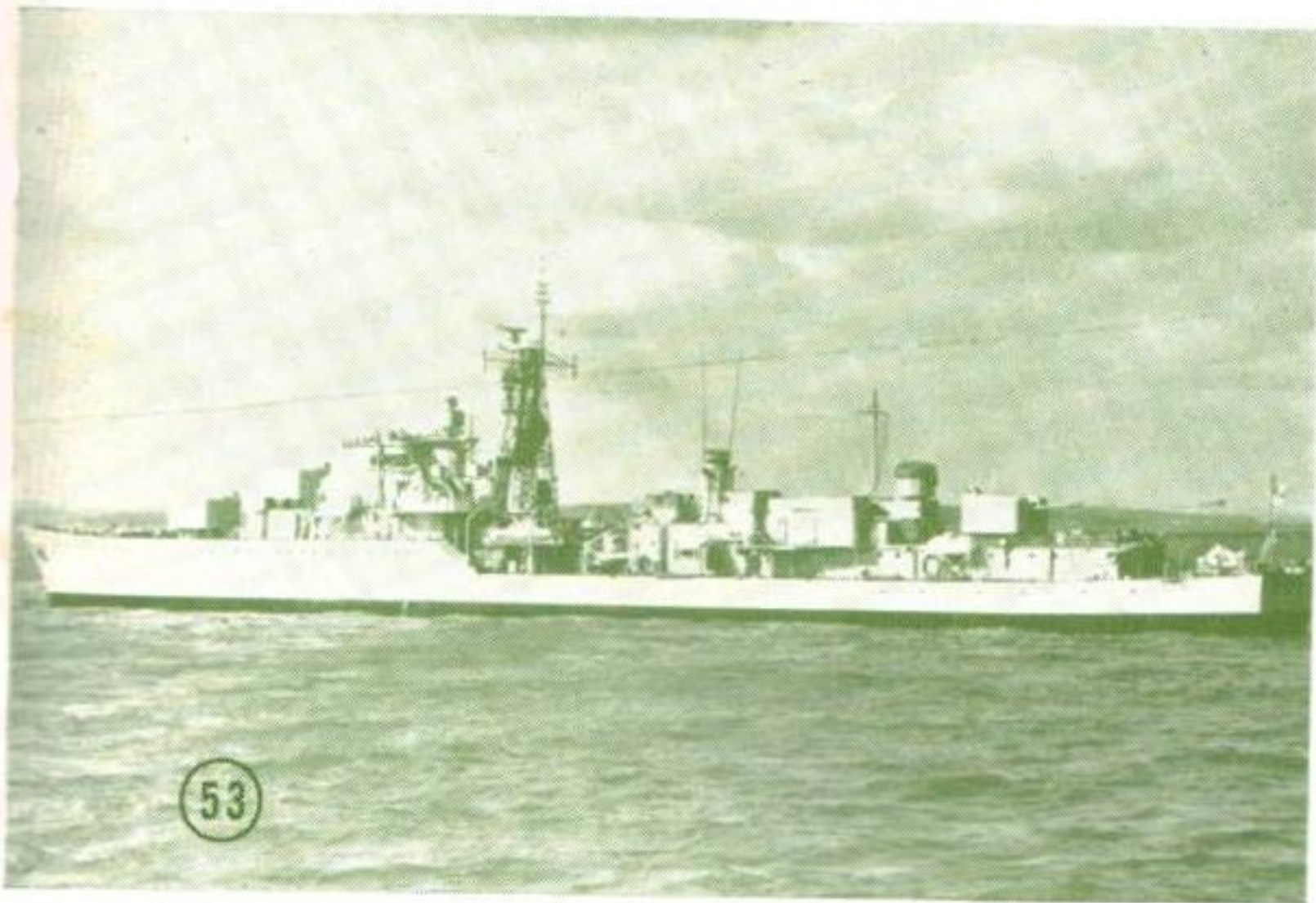
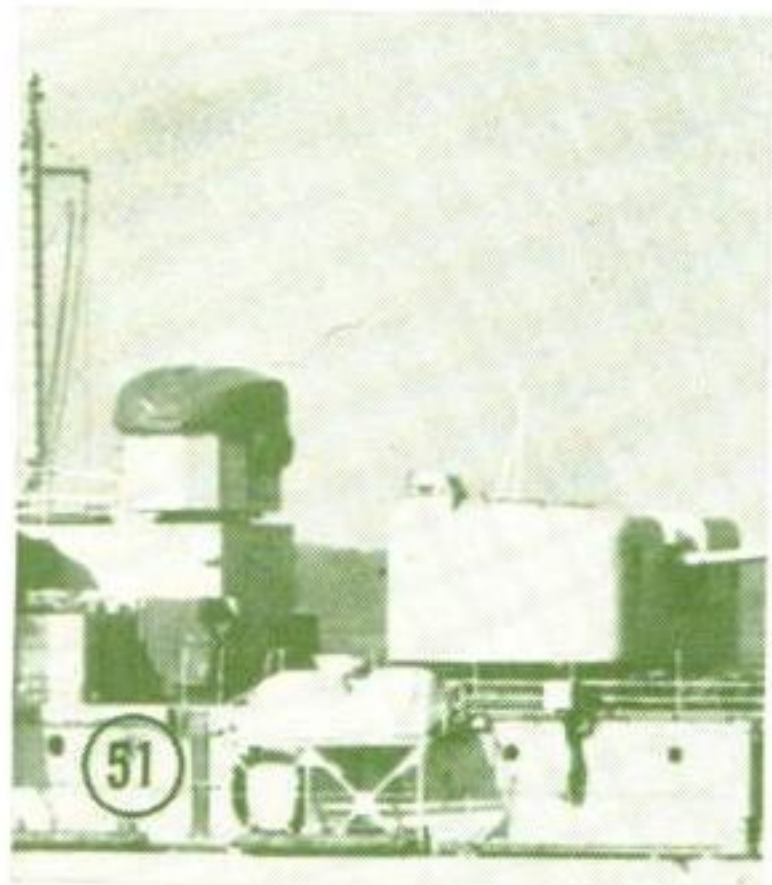
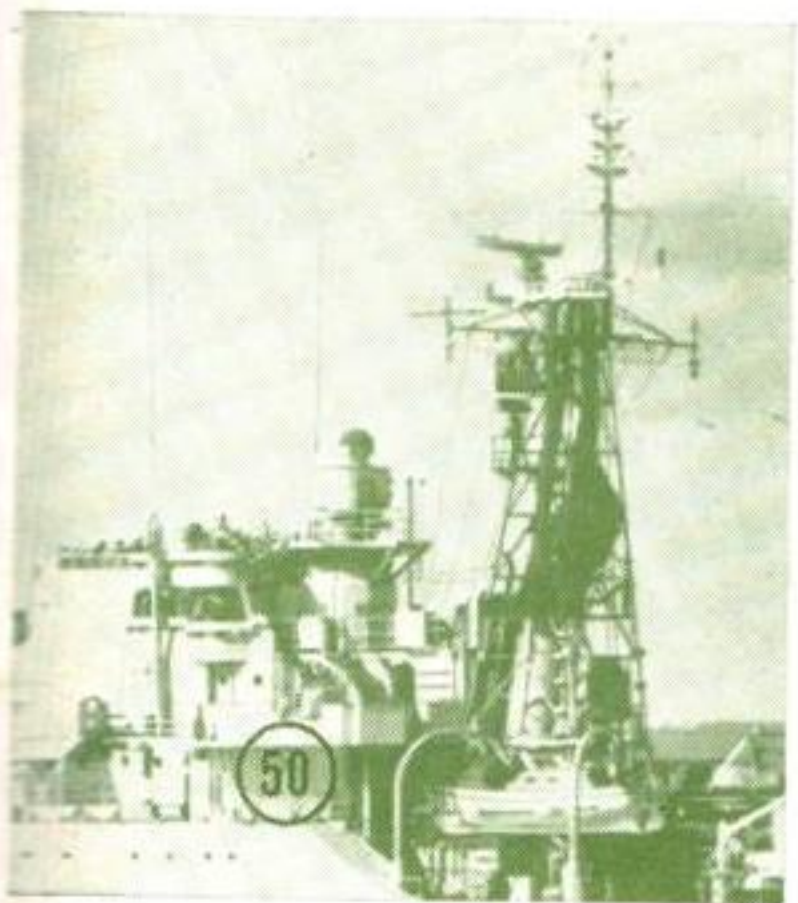
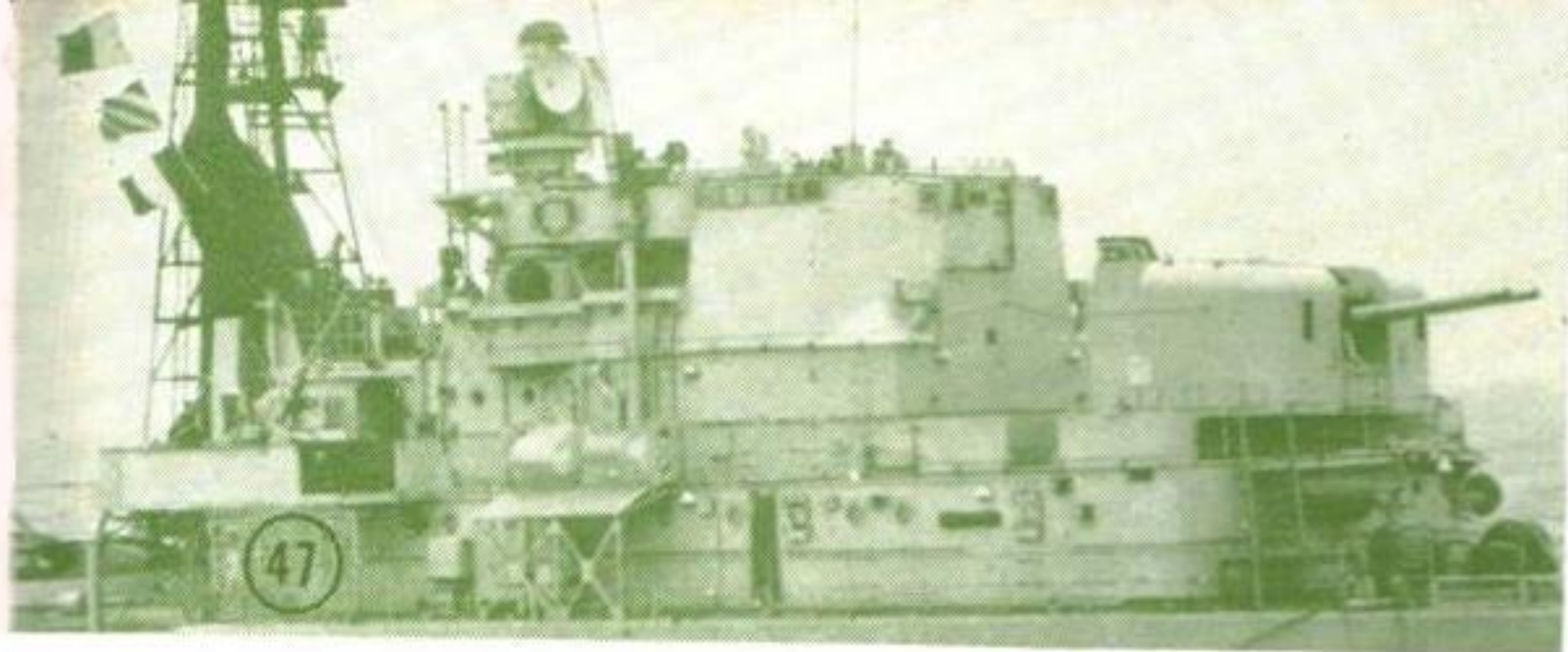


By using the key photo, the silhouette and target No. 1 to help you, identify all the Darings in this group of 62 targets. Make a list of target numbers and select the targets in any order you please. As you identify more targets use these for identifying the others. Watch for jokers. This lesson to be used in conjunction with the one on page 182 of the July 1962 *Journal*



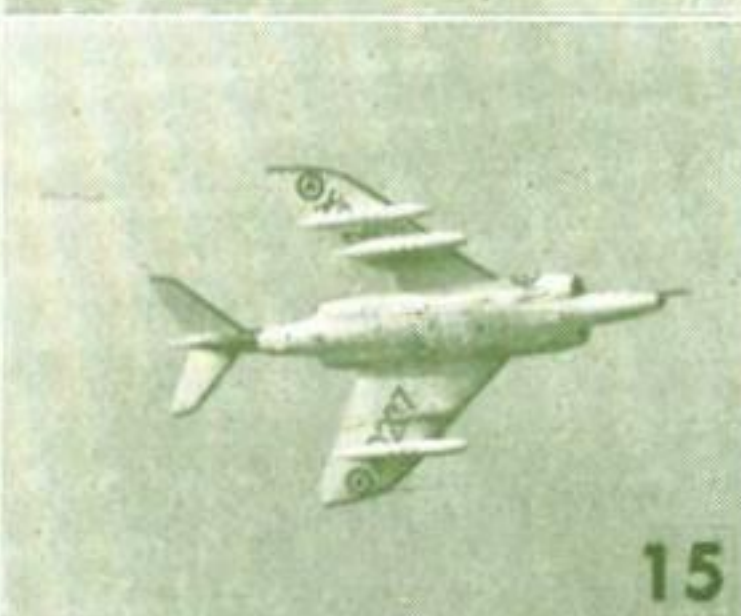
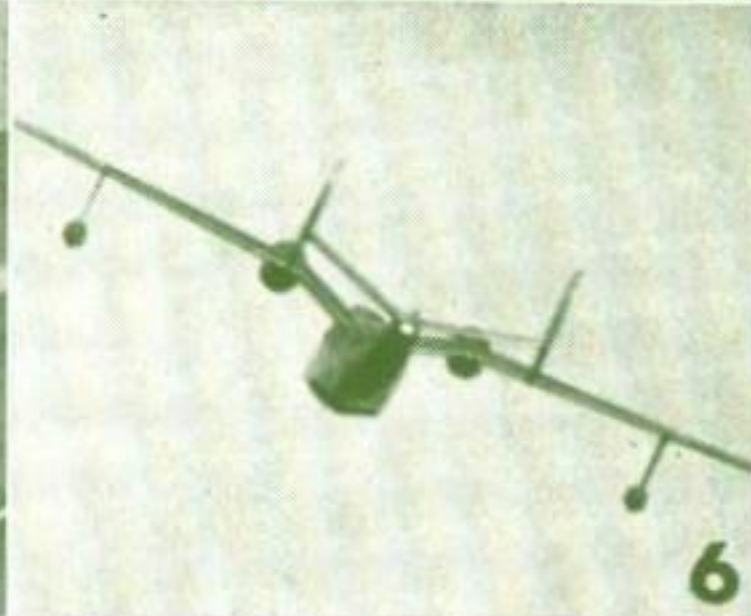






Naval types

A selection of aircraft operated by the navies of four world powers for your identification. The solutions will be found on the rear cover.



TANKS IN LINE

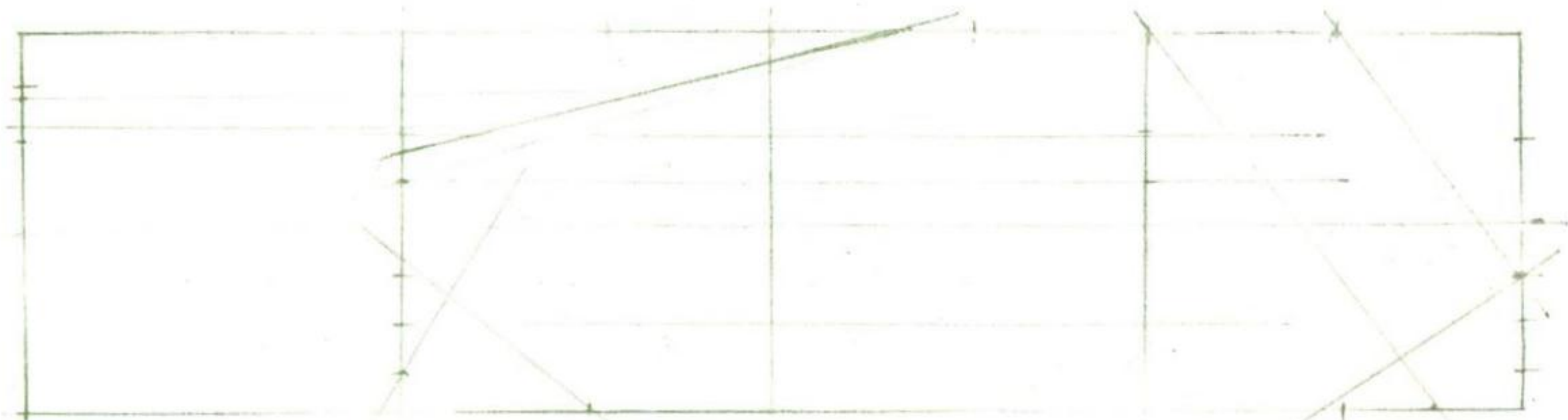
by Carlos

T-54 (USSR)

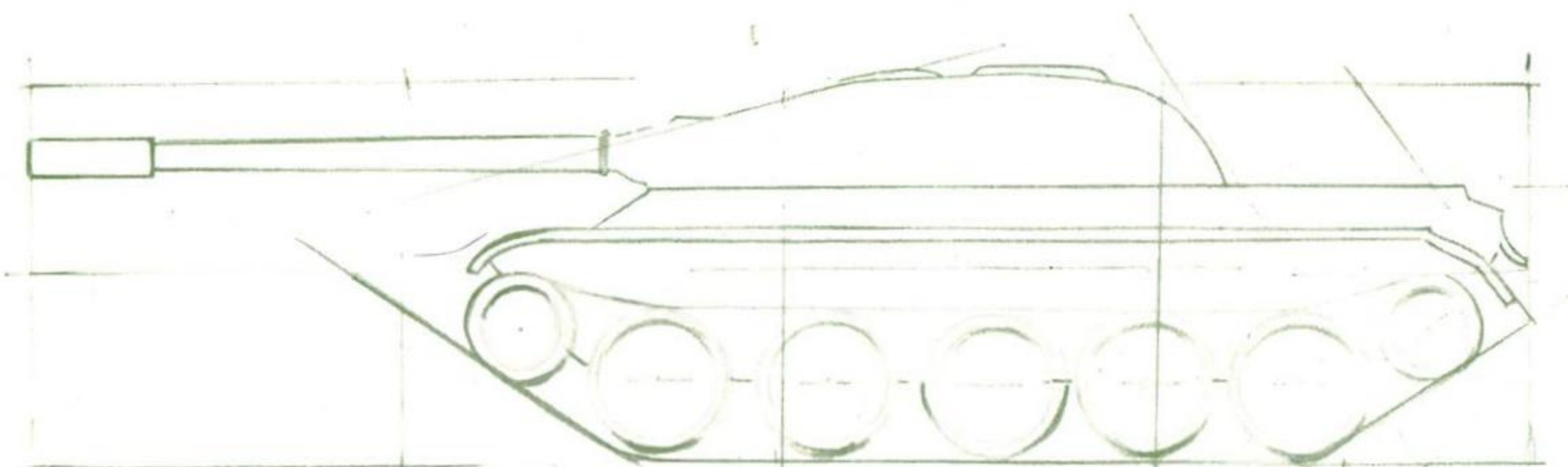
A system of sketching which trains the eye to observe details of a tank. It is based on the fact that a tank, however complex it may seem, is basically a collection of simple shapes such as squares, oblongs, circles, etc., which are easy to draw. This example provides a basic framework to build on and step-by-step constructional sequence. If you can draw a square you can draw this tank.



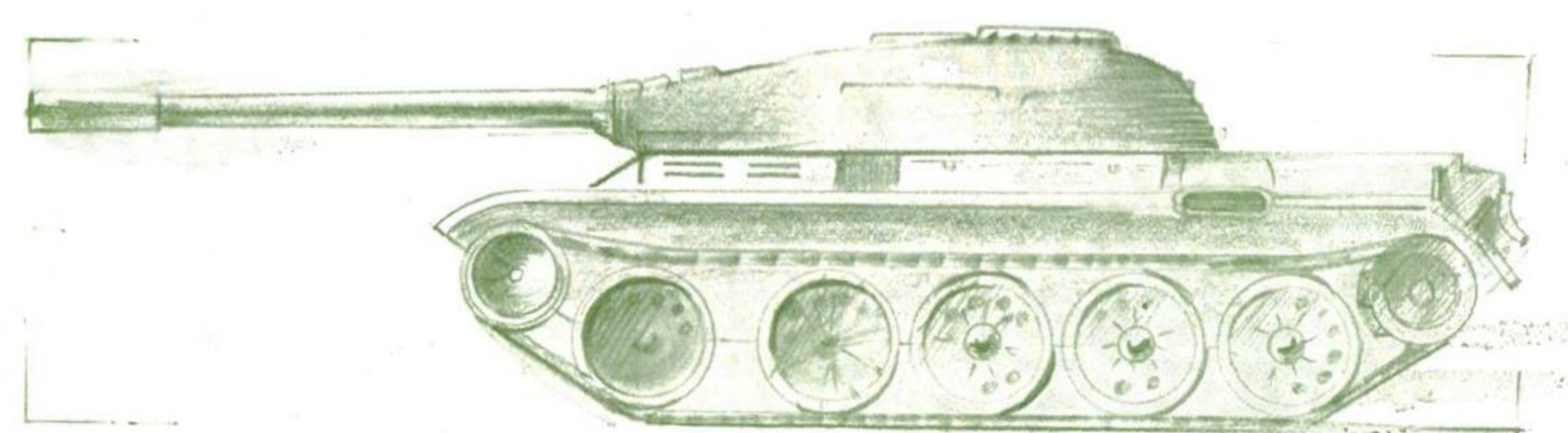
Stage 1 An oblong four times longer than high, bisected horizontally and sub-marked as indicated.



Stage 2 Some main lines are added: watch how they run in relation to the grid lines and marks.



Stage 3 Some main structures are outlined.



Stage 4 Add tones or detail as desired.

Solutions to tests and exercises

Page 190

DARING CLASS DESTROYERS

All targets are of **Daring Class Destroyers** except for No. 43 which is an **Allen M. Sumner Class Destroyer** of the U.S. Navy.

Page 172

VAUTOUR

All targets are of **Vautours** except No. 24 which is a **Flashlight C.**

Page 176

JETSTAR

All targets are of **Jetstars** except for No. 11 which is a **T-39 Sabreliner.**

Page 178

CREEK

All targets are of **Creeks** except No. 21 which is an **Auster A.O.P.9.**

Page 182

HU-16 ALBATROSS

All targets are of **Albatross** amphibians except No. 13 which is a **Piaggio P.166.** As far as can be ascertained full designations, service and role are as follows:

- | | |
|-------------|---|
| 1. CSR-110 | Royal Canadian Air Force (Rescue) |
| 2. HU-16B | United States Air Force (Anti-submarine) |
| 3. HU-16A | United States Air Force (Rescue) |
| 4. HU-16B | United States Air Force (Anti-submarine) |
| 5. HU-16C | United States Navy (Utility) |
| 6. HU-16A | Philippine Air Force (Rescue) |
| 7. HU-16A | United States Air Force (Rescue) |
| 8. HU-16D | Federal German Republic (Rescue) |
| 9. HU-16A | United States Air Force (Rescue) |
| 10. HU-16C | United States Coast Guard (Rescue) |
| 11. HU-16As | U.S. Navy (bottom) U.S.A.F. (middle) and U.S. Coast Guard (top) |
| 12. HU-16B | United States Air Force (Anti-submarine) |
| 13. | Piaggio P.166 (Joker) |
| 14. HU-16B | United States Air Force (Anti-submarine) |
| 15. HU-16 | United States Air Force (Rescue) |
| 16. HU-16 | United States Air Force (Rescue) |
| 17. HU-16 | United States Air Force (Rescue) |
| 18. HU-16 | United States Air Force (Rescue) |
| 19. HU-16B | United States Air Force (Rescue) |
| 20. HU-16D | Federal German Republic (Rescue) |
| 21. HU-16A | United States Air Force (Rescue) |
| 22. HU-16A | United States Air Force (Rescue) |
| 23. HU-16B | United States Air Force (Anti-submarine) |
| 24. HU-16Bs | Royal Norwegian Air Force (Anti-submarine) |
| 25. HU-16A | United States Air Force (Rescue) |
| 26. HU-16A | United States Air Force (Rescue) |
| 27. HU-16C | United States Navy (Utility) |
| 28. HU-16A | United States Air Force (Rescue) |
| 29. HU-16B | United States Air Force (Anti-submarine) |
| 30. HU-16D | Federal German Republic (Rescue) |
| 31. HU-16B | Royal Norwegian Air Force (Anti-submarine) |
| 32. HU-16A | United States Air Force (Rescue) |
| 33. HU-16A | United States Air Force (Rescue) |

Page 186

SILHOUETTE FLEET

- | | | |
|-----------------|-----------------|-----------------|
| 1. Victorious | 34. Victorious | 68. Forrestal |
| 2. Clemenceau | 35. Victorious | 69. Clemenceau |
| 3. Oriskany | 36. Oriskany | 70. Victorious |
| 4. Bonaventure | 37. Clemenceau | 71. Forrestal |
| 5. Centaur | 38. Forrestal | 72. Ark Royal |
| 6. Oriskany | 39. Bonaventure | 73. Bonaventure |
| 7. Forrestal | 40. Bonaventure | 74. Oriskany |
| 8. Ark Royal | 41. Ark Royal | 75. Ark Royal |
| 9. Centaur | 42. Forrestal | 76. Ark Royal |
| 10. Victorious | 43. Bonaventure | 77. Bonaventure |
| 11. Midway | 44. Oriskany | 78. Oriskany |
| 12. Centaur | 45. Ark Royal | 79. Clemenceau |
| 13. Victorious | 46. Midway | 80. Forrestal |
| 14. Midway | 47. Bonaventure | 81. Centaur |
| 15. Midway | 48. Centaur | 82. Oriskany |
| 16. Oriskany | 49. Ark Royal | 83. Midway |
| 17. Midway | 50. Ark Royal | 84. Bonaventure |
| 18. Forrestal | 51. Centaur | 85. Midway |
| 19. Oriskany | 52. Midway | 86. Midway |
| 20. Bonaventure | 53. Forrestal | 87. Centaur |
| 21. Victorious | 54. Forrestal | 88. Clemenceau |
| 22. Clemenceau | 55. Ark Royal | 89. Victorious |
| 23. Oriskany | 56. Ark Royal | 90. Centaur |
| 24. Ark Royal | 57. Centaur | 91. Oriskany |
| 25. Victorious | 58. Midway | 92. Victorious |
| 26. Oriskany | 59. Forrestal | 93. Forrestal |
| 27. Bonaventure | 60. Bonaventure | 94. Centaur |
| 28. Victorious | 61. Bonaventure | 95. Victorious |
| 29. Clemenceau | 62. Ark Royal | 96. Victorious |
| 30. Forrestal | 63. Centaur | 97. Midway |
| 31. Oriskany | 64. Midway | 98. Ark Royal |
| 32. Midway | 65. Bonaventure | 99. Forrestal |
| 33. Ark Royal | 66. Victorious | 100. Oriskany |
| | 67. Bonaventure | |

Cover Photo



Coin Carrier? The Douglas Skyraider is still used by the U.S. Navy and could well fulfil their need in a role equivalent to that of the U.S. Air Force's Coin aircraft requirement, referred to in the Editorial. Behind the A-1H Skyraider shown in the foreground can be seen an F-3B Demon and an A-4B Skyhawk.

Page 174

HUSTLER B-58

All targets are of **B-58 Hustlers** except No. 15 which is an **F-106 Delta Dart** and No. 20 which is an **F-6A Skyray.**

Page 194

NAVAL TYPES

- | | |
|--|-----------------------|
| 1. F-4 Phantom II | 20. A-1 Skyraiders |
| 2. SH-3A Sea King | 21. Wessex H.A.S.I |
| 3. F-8 Crusader | 22. A-5A Vigilante |
| 4. S-2 Tracker | 23. T-1A Seastar |
| 5. F-6 Skyray | 24. A-6A Intruder |
| 6. Madge | 25. P-3A Orion |
| 7. C-1 Trader | 26. UH-2A Seasprite |
| 8. E-2 Hawkeye | 27. Alizés |
| 9. Gannet A.E.W.3 | 28. F-1 Fury |
| 10. F-3 Demon | 29. A-4B Seahawk |
| 11. Wasp A.S.I | 30. F-4 Phantom II |
| 12. TF-9J Cougar | 31. P-2 Neptune |
| 13. A-6A Intruder | 32. A-3A Skywarrior |
| 14. E-1B Tracer | 33. Mallow |
| 15. Scimitar F.1 | 34. Whirlwinds |
| 16. A-4B Skyhawk | 35. P-5B Marlin |
| 17. Étendard IV-M | 36. T-2 Buckeye |
| 18. EC-121 Super Constellation (or Warning Star) | 37. A-5 Vigilante |
| 19. Buccaneer S.1 with Whirlwind in background | 38. Sea Vixen F.A.W.1 |

Page 189

A FIRST STEP IN RUSSIAN

The correct solution to the exercise in transliteration of targets Nos. 1-16 is as follows:—

- | | |
|---------------|-------------------|
| 1. Irkutsk | 4. Voroshilovgrad |
| 2. Uglegorsk | 5. Leninetz |
| 3. Kolkoshnik | 6. Andishan |

All except No. 3 are place names.

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 than quickly.
6. Do not attempt conscious memorising of details, shapes or names.