

JOINT



SERVICES

RECOGNITION

Journal

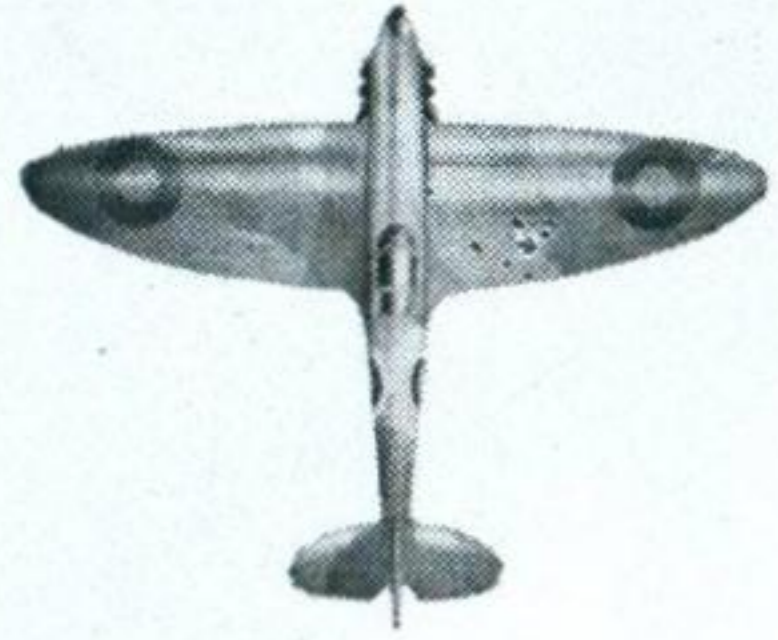


Vol. 21 MARCH 1966 No. 3

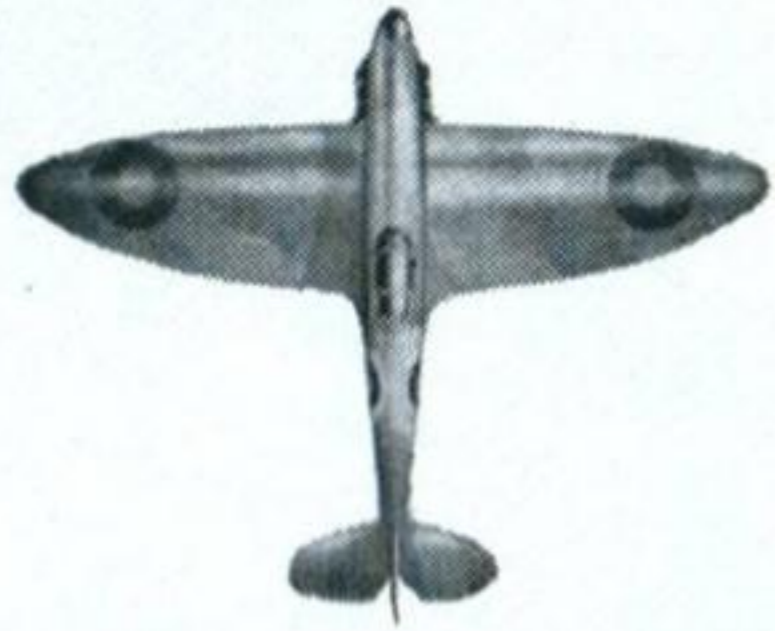
THE TALLY OF CASES OF MIS-IDENTIFICATION ON ONE TYPE OF SERVICE AIRCRAFT ONLY 1940-45

SPITFIRE

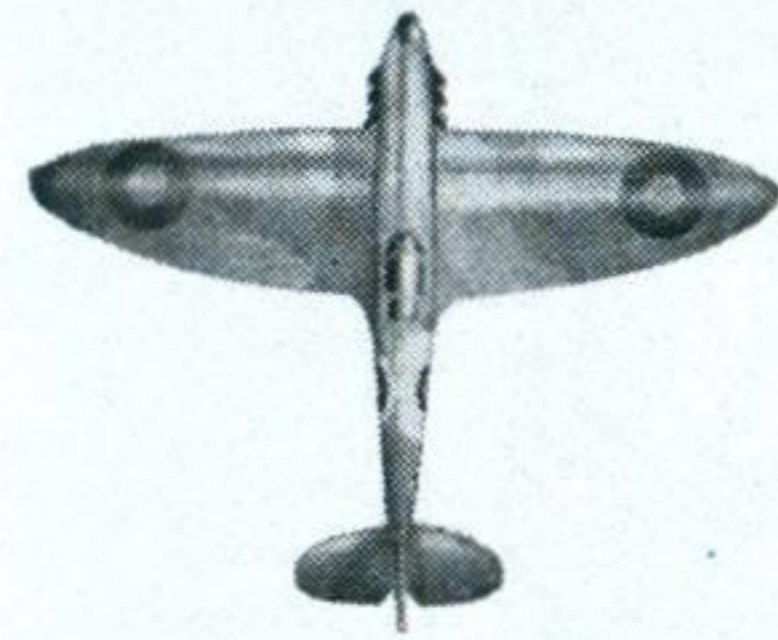
Some 10 pilots were known to have been killed and another 10 injured flying Spitfires attacked by our own Forces.



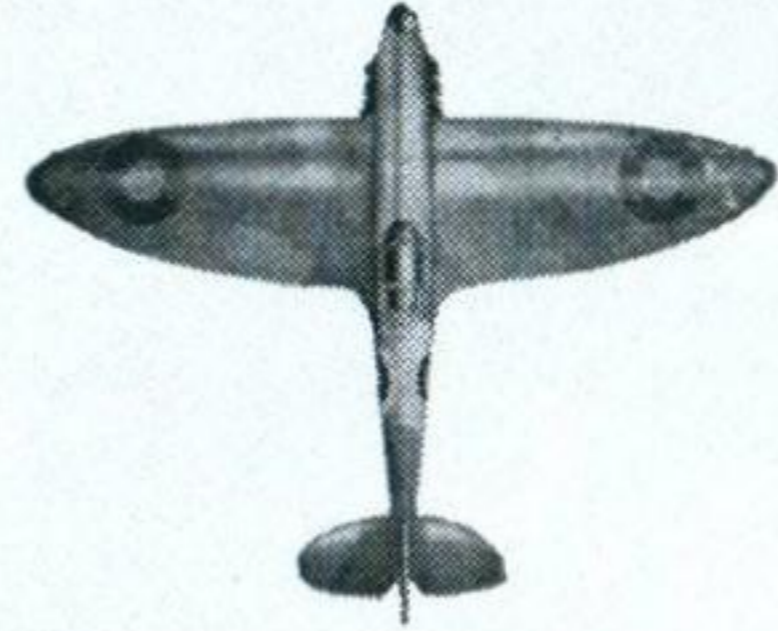
K9795 13.7.40
Shot down by A.A. fire over Dover



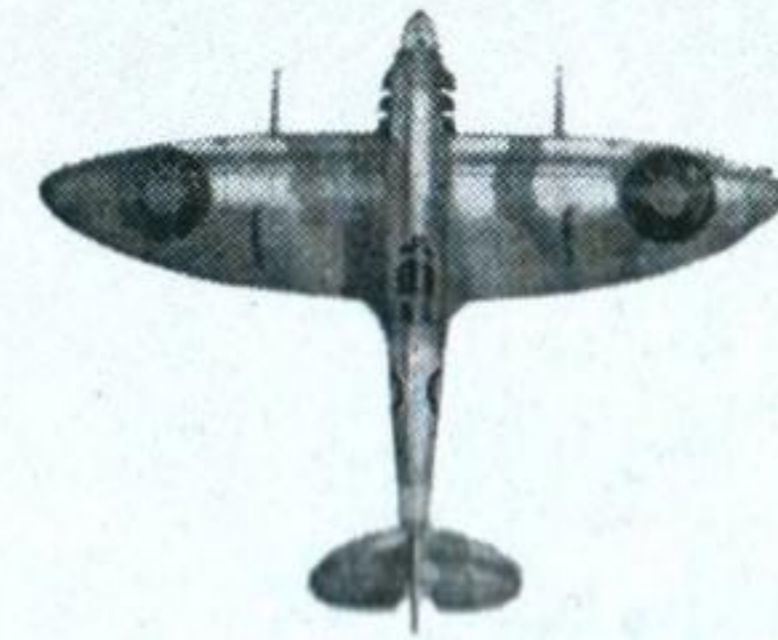
K9990 18.7.40
Shot down by small arms fire from convoy



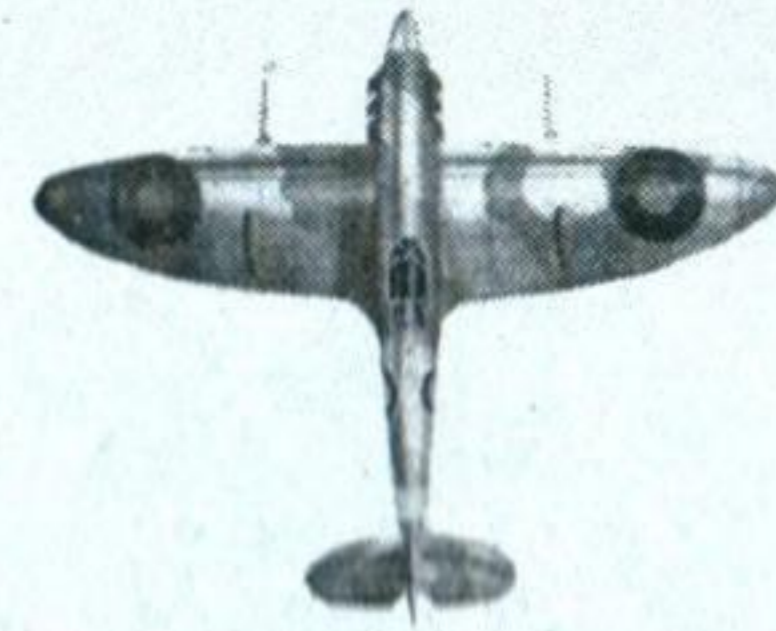
X4054 31.8.40
Shot down by Hurricane over Hildenborough



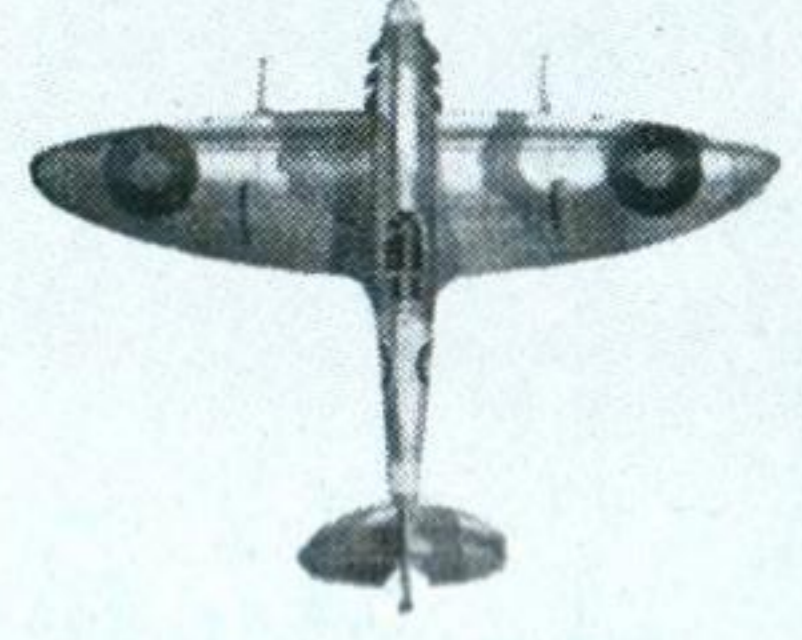
P7901 27.10.41
Shot down by convoy. Pilot killed



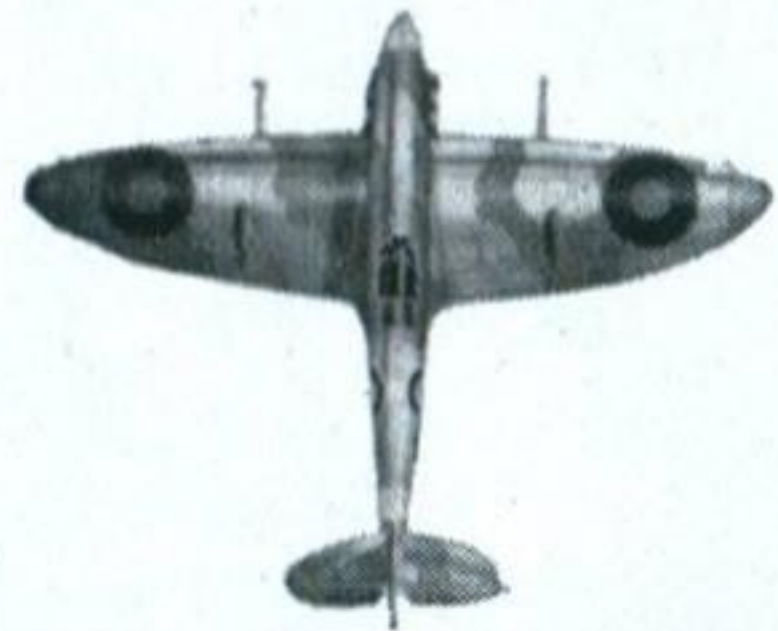
AB806 1.7.42
Shot down by Spitfire Pilot killed



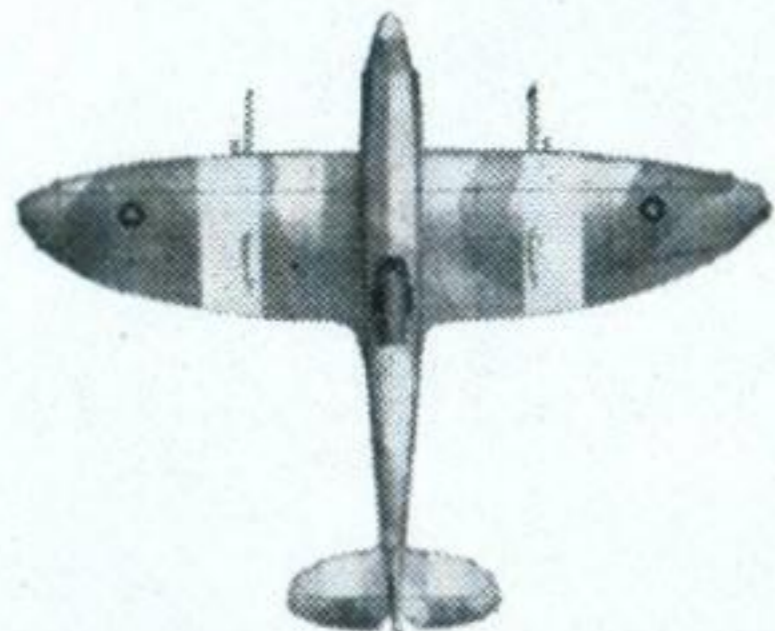
? 13.8.42
Malta-based Spitfire shot down by convoy



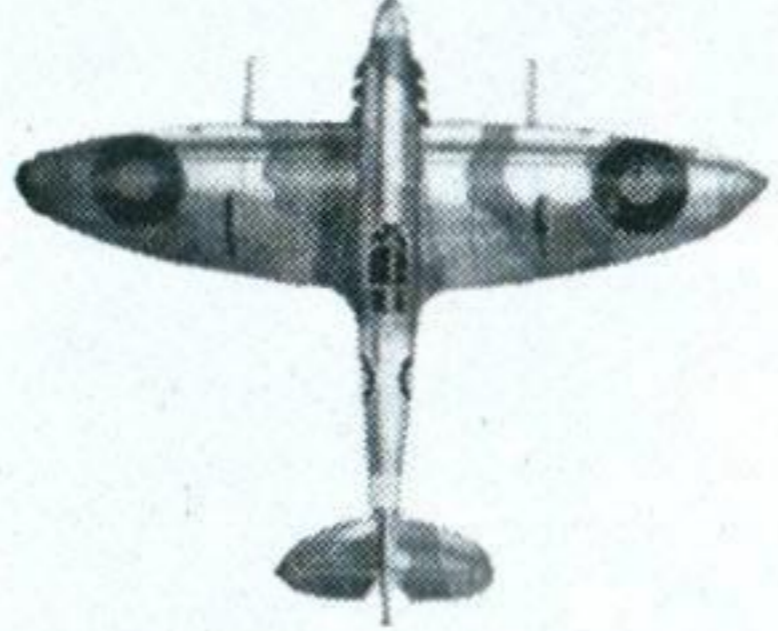
EF674 11.9.42
Shot down by friendly A.A. fire



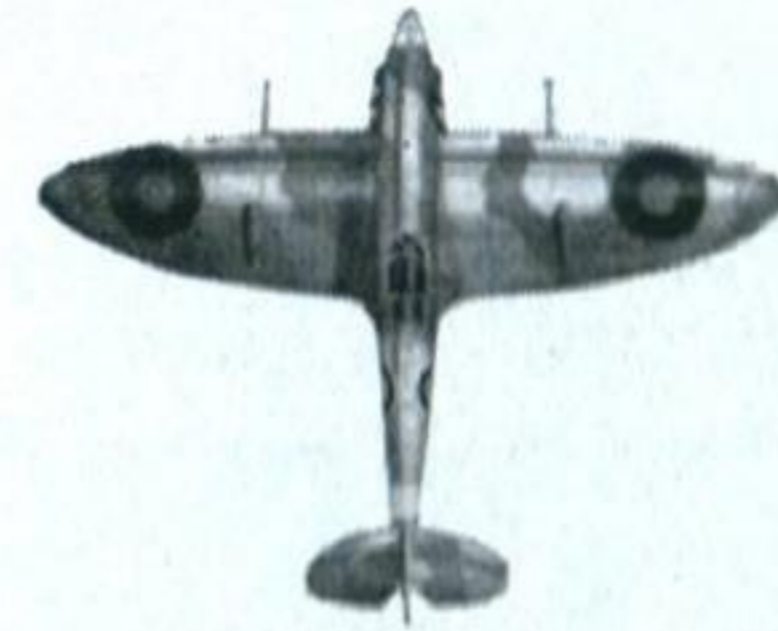
EP508 17.12.42
Lost in sea after combat with Typhoon



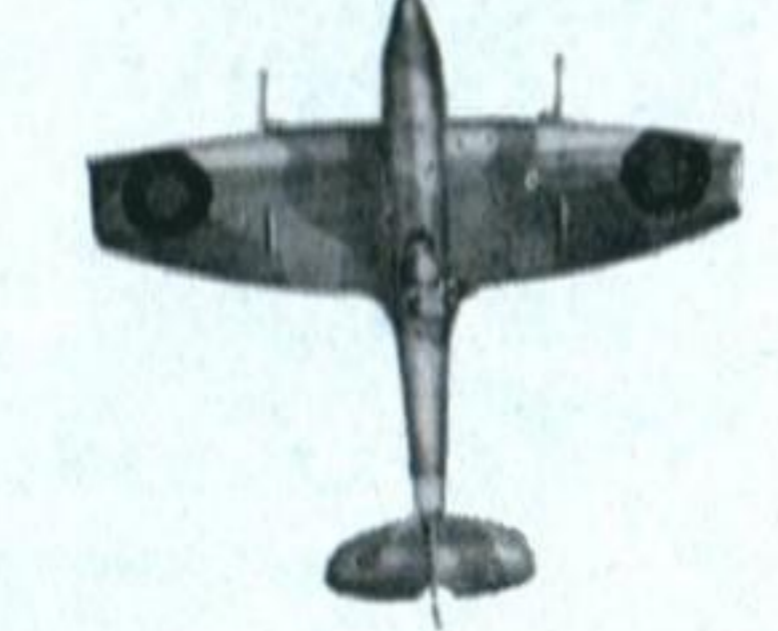
ER602 22.12.42
Wrecked by American A.A. fire



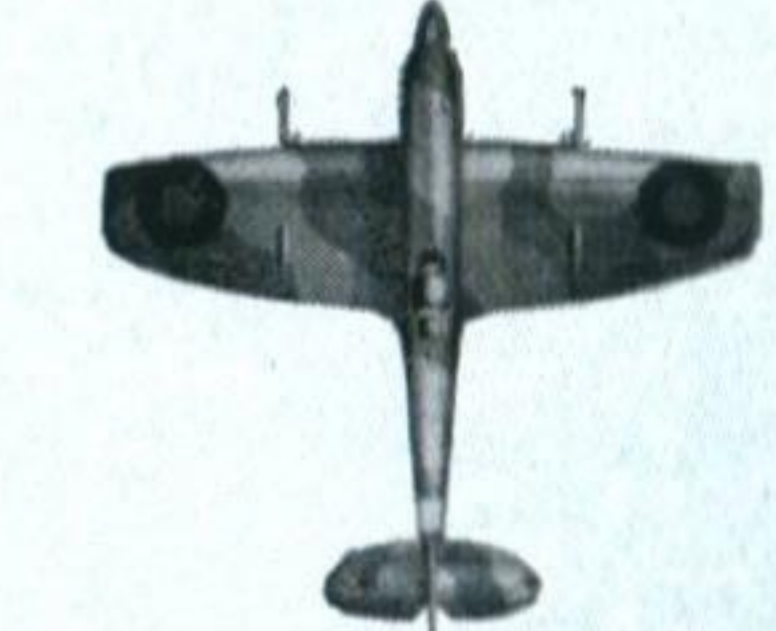
EP228 18.3.43
Shot down by Harwich Fort guns. Pilot killed



AR522 11.6.43
Shot down by Mustang



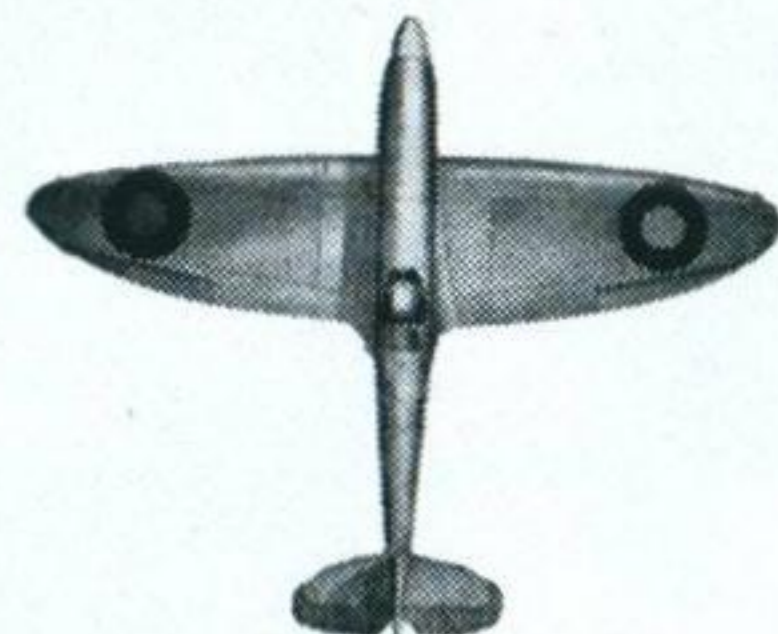
EN466 10.7.43
Shot down by own A.A. guns



EN300 14.7.43
Shot down by own aircraft



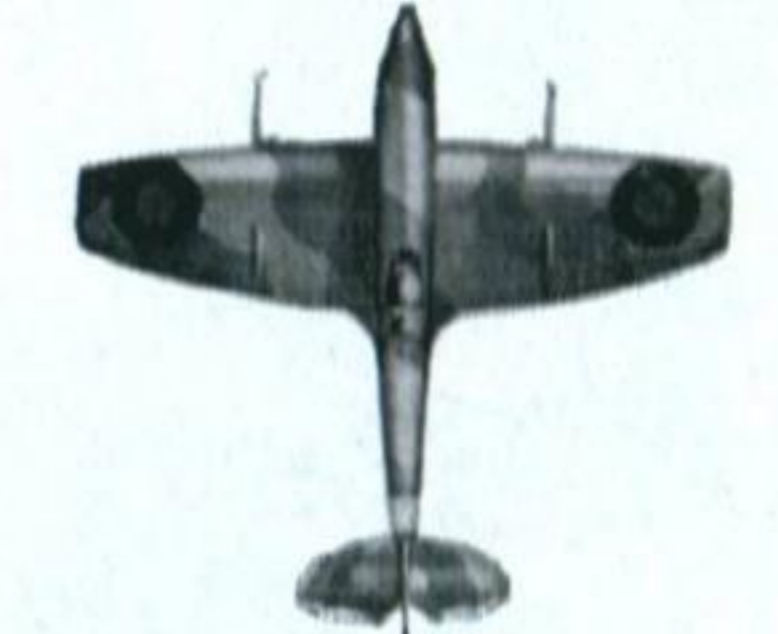
? 17.8.43
Shot down by own aircraft in Middle East



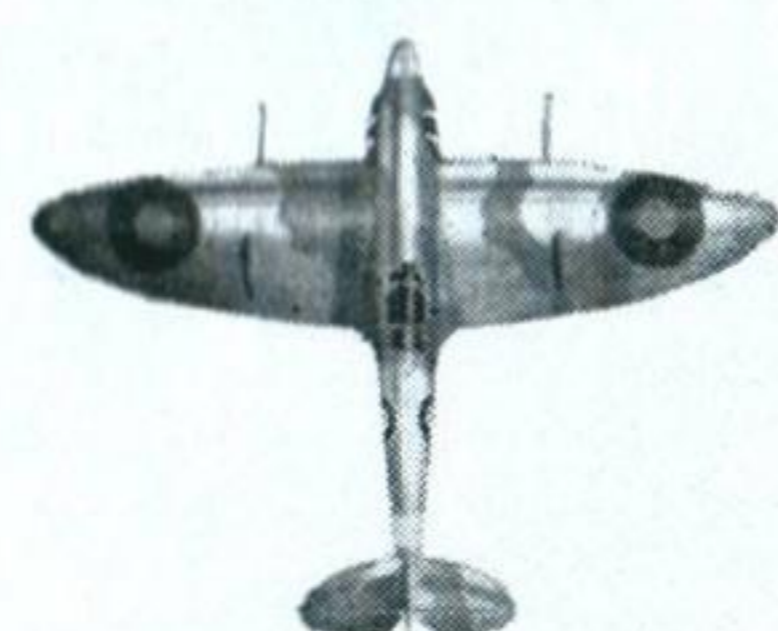
PA854 7.4.44
P.R. Spitfire shot down by Spitfire F.IX



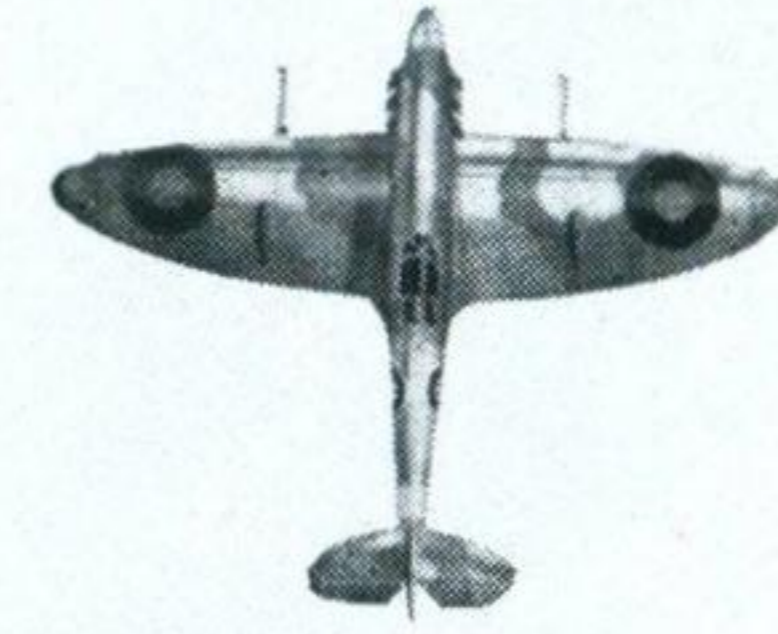
EN291 20.4.44
Wrecked after attack by Lightning in Italy



MK966 9.6.44
Shot down by A.A. fire from warships off Normandy



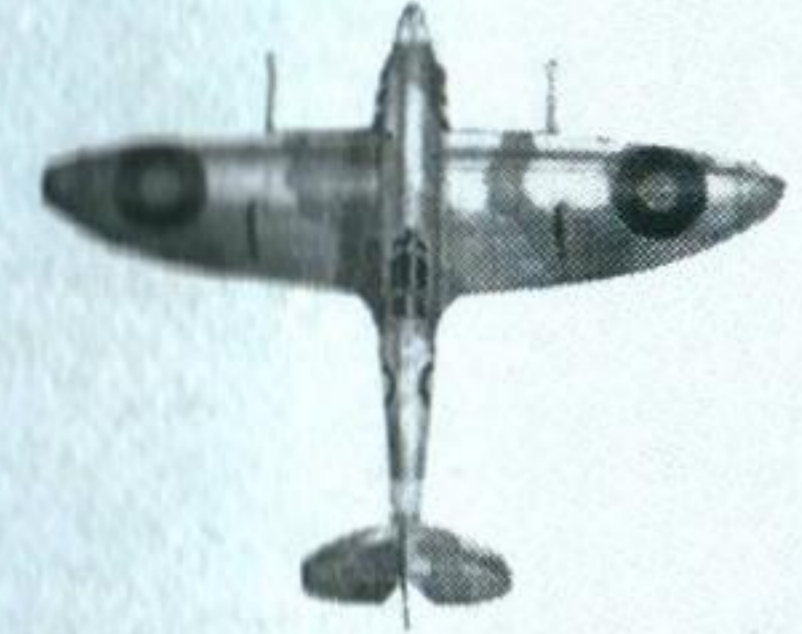
MJ827 9.6.44
Shot down by A.A. fire from warships off Normandy



EE685 10.6.44
Shot down by A.A. fire from warships off Normandy



AB794 12.6.44
Wrecked by Allied fire off Normandy



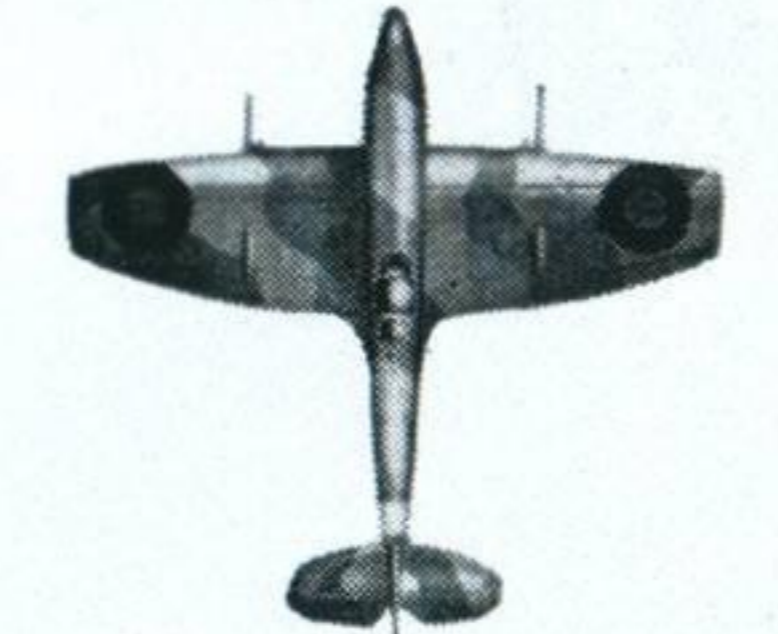
EN861 17.6.44
Shot down by Allied A.A. fire off Normandy



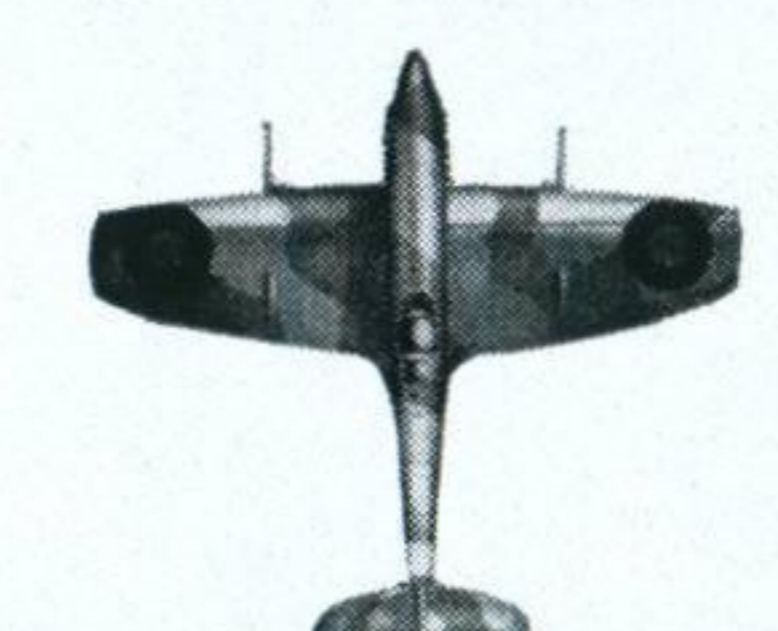
AR296 17.6.44
Shot down by Allied A.A. off Normandy



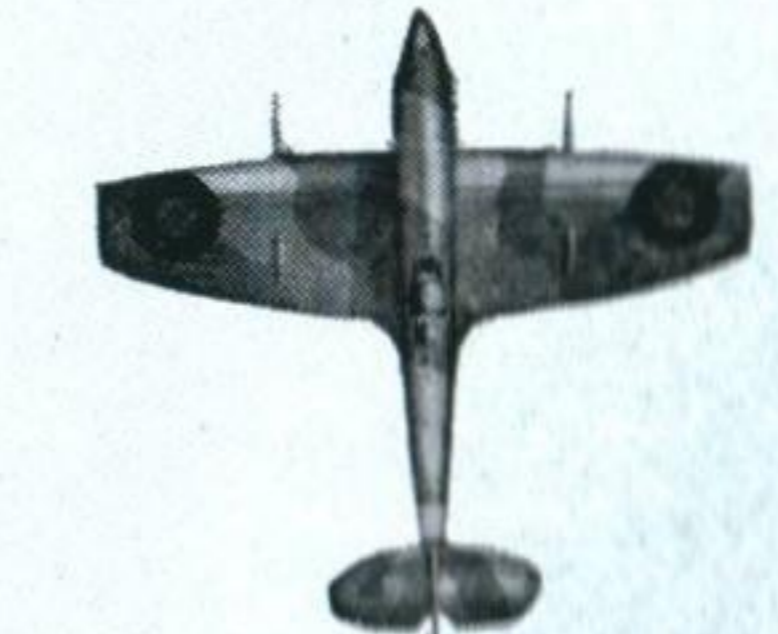
W3346 22.6.44
Shot down by Allied A.A. fire



NH259 14.7.44
Shot down by Mustang



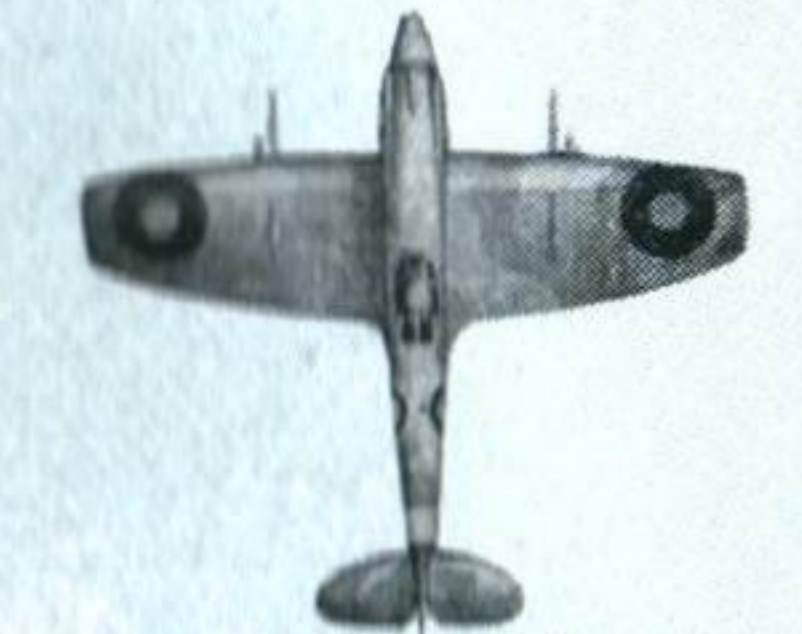
NH232 19.7.44
Shot down by friendly A.A. fire



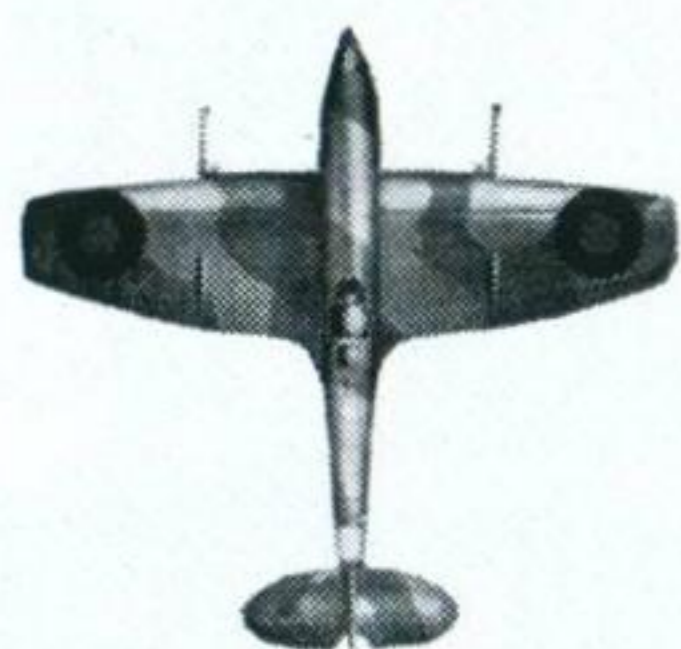
PL206 24.7.44
Shot down by Thunderbolt over France



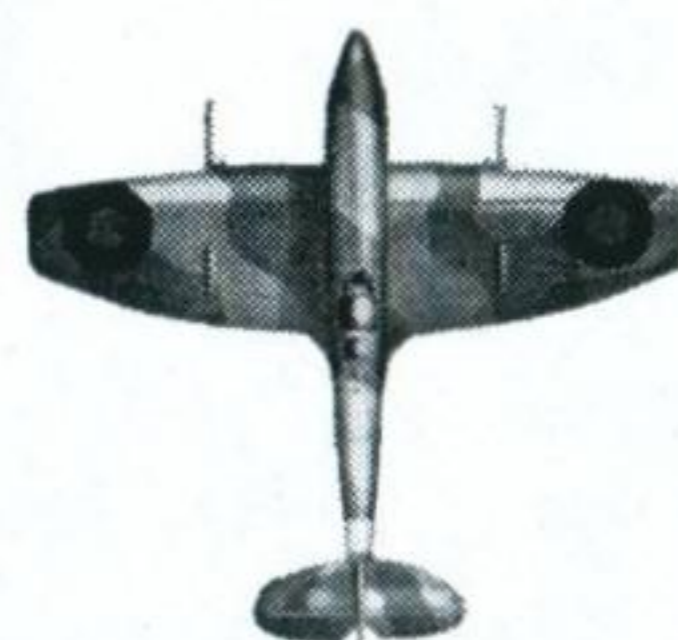
MJ398 15.8.44
Force-landed in enemy territory after attack by Mustangs



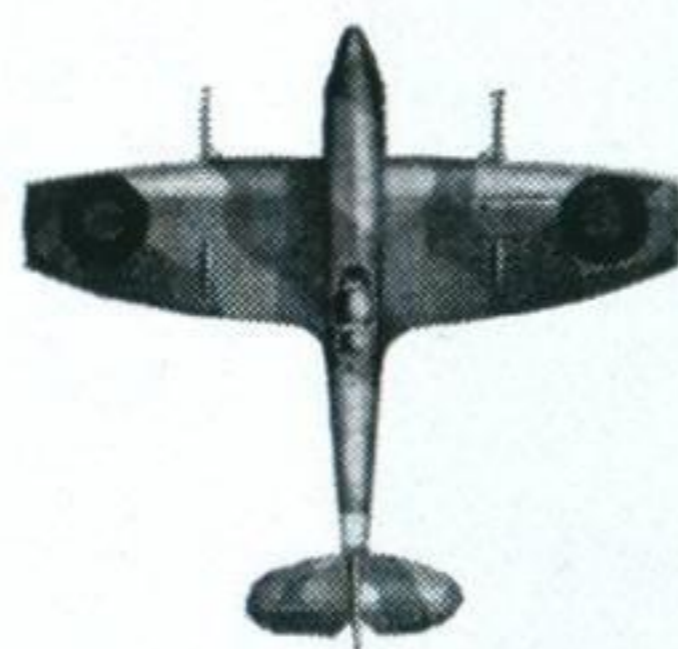
MB880 17.8.44
Shot down by A.A. guns near Dover



NH588 6.10.44
Shot down by another Spitfire



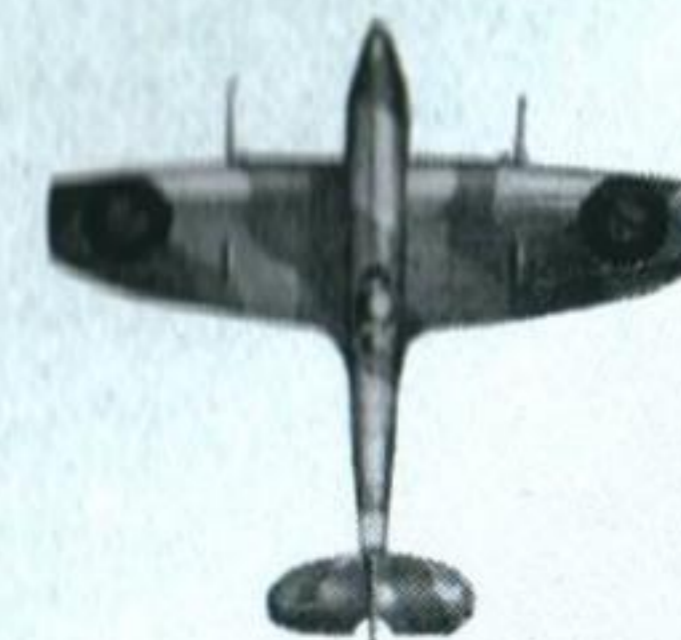
PT585 11.11.44
Shot down by Mustangs near Venice



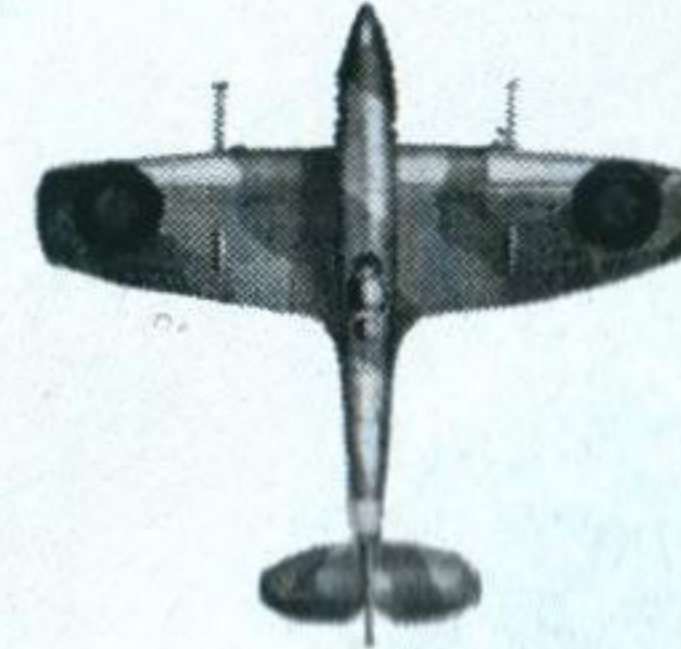
MT677 11.11.44
Shot down by Mustangs near Venice



SM404 17.3.45
Wrecked by American A.A. fire



SM232 31.3.45
Shot down in flames by Mustangs



SM386 31.3.45
Shot down in flames by Mustangs





JOINT SERVICES

RECOGNITION JOURNAL

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SPITFIRE MIS-FIRES

Conscious of his duty of convoy protection in the fateful days of July 1940, following the collapse of France, a young Spitfire pilot of No. 152 Squadron flew enthusiastically above the line of ships steaming past St. Catherine's Point, Isle of Wight. Suddenly, bullets tore into the fuselage of his Spitfire and immediately he took evasive action from an assumed foe. He was not to know that his friends below could not recognise a Spitfire for what it was, within small-arms range. As the cockpit temperature rose alarmingly and he was being choked by fumes, he rightly abandoned his machine and descended by parachute, by which time the identity of his assailants had dawned upon him. The crew of the ship that picked him up

thought that, for a German, he could express his feelings very well in English!

He was the first of many Spitfire pilots to be treated as an enemy by his friends. There were many more; far more than are depicted opposite where only Spitfires written-off as destroyed are shown. Many others were damaged in varying degrees as witness the case of two Spitfires of No. 19 Squadron in November 1940. On the 8th a Hurricane shot up their P7377 and on the 28th our guns at Dunstable scored a hit on their P7566. In both cases the pilots were obliged to force-

Continued overleaf

SPITFIRE MIS-FIRES continued

land. Thus, not only was there bullet and shrapnel damage but crushed radiators and buckled undersurfaces due to belly-landings, putting the aircraft out of action for a considerable period.

How could it happen? Spitfire was a household word in 1940. Everyone knew of it and with its elliptical wings and off-set, underslung, radiator most Servicemen could identify it without training. Yet these mistakes occurred with those who were, supposedly, trained. The reason was that there was no *identity* training, the problem was believed to be simply one of being familiar with the shape of the aircraft.

However, relative to the whole sordid picture of mis-identifications throughout the Services, Spitfires escaped lightly—after all they were the R.A.F.'s fastest aircraft and thereby the most difficult target to hit, whether by friend or foe.

It was later in the war that Spitfire identification caused serious trouble. The rounded tips of Spitfire wings were detachable and it was found advantageous to fit stubs in place of normal tips for low-level operations giving a "clipped wing" appearance and, alternatively, fitting extended, pointed tips for high altitude work. The old familiar head-on view changed when the off-set radiator was matched by a cooler housing on the opposite wing and the January 1943 edition of the *Aircraft Recognition Journal* (forerunner of this *Journal*) warned that the "added bumps" gave the latest Spitfires a possible resemblance to the Messerschmitt Me109. In the quest for higher performance, mark succeeded mark, and the familiar wing and fuselage shape disappeared in a re-design to take more powerful versions of the Rolls-Royce Merlin engine and then the Griffon engine.

Names are an important consideration in identity training. When the Griffon-engined Spitfires were introduced the aircraft's structure had so altered, the maintenance task so changed and the flying characteristics were so different, that a new name would have been fully justified. Indeed, with far more justification the Tempest could have been a mark of Typhoon or later, the Venom a mark of Vampire. In both these cases a thinner wing structure, not a pronounced visual characteristic, conditioned the change of name. As it was, the name Spitfire was perpetuated for a new line of Supermarine fighters.

When the variety of variations in configuration to the one reporting name Spitfire is realised, the difficulties of identification can be more readily understood, but these were hazards that proper training could have overcome, although in fairness it must be said that there were many demands on training time as preparations forged ahead for the invasion of Europe.

The Chiefs of Staff were under no illusions as to the possible dangers of mis-identification and directed that a review on this aspect be made of earlier landing operations. It was brought to their attention that in Operation Husky, the invasion of Sicily, no less than 38 aircraft were destroyed or damaged by "friendly" gunfire, most of them being troop transports. In an attempt to avoid such a catastrophe with Operation Overlord, instructions were sent to all units engaged on the importance of identification training, precise flight routings were made and notified, and all aircraft of the Allied Expeditionary Air Forces were conspicuously marked with black and white stripes around wings and fuselage.

On D-Day, with all the movements of ships and units the cost of mis-identification is difficult to assess. Royal Obser-

ver Corps members, acting in an advisory capacity on merchant ships prevented many casualties, but they were not stationed on warships or with anti-aircraft batteries in the beach-head area. By D+3, when the perimeter defences to the Normandy beach-head were complete, and the odd dash across the artificial harbour by an intrepid German pilot had made the gunners light on the trigger, the real trouble began.

That day it seemed as if the Allied Fleets had been arrayed, not to fight the enemy, but the Allied Air Forces. As an R.A.F. Fighter Wing approached the beaches in good visibility, fire was opened when they were three miles off and continued when they were close enough to be clearly identified. Three Spitfires in the leading squadron were shot down, one after the other in quick succession. Three times the Wing-Leader drew out and attempted to continue his patrol, but the Navies would not permit it and they withdrew to England. Later that day the Norwegian Spitfire Wing attempted to patrol; it was led by Major Lundstiel of No. 331 (Norwegian) Squadron, whom naval vessels promptly shot down. This fiasco was not confined to Spitfires; Typhoons of No. 440 Squadron were fired on by our guns and one was damaged. That same day the United States Army Air Force reported losing four P-51 Mustangs and having another eight damaged by friendly gunfire.

Next day four Spitfire V squadrons were all greeted at various times by intense fire and when German aircraft did appear their pursuit was prevented by Allied guns breaking up our formations. One Spitfire of No. 130 Squadron was shot down.

Understandably, pilots complained bitterly of this unnecessary hazard and confidence in air-sea cooperation was shattered at this critical stage of the build-up of our Forces in Normandy. A high-level investigation was called and much weight was given to the reports of Royal Observer Corps members stationed on merchant ships. From them evolved a picture of ships and units firing indiscriminately at friend and foe alike because of lack of training to tell one from the other. The cost in Spitfires alone is represented on page 58, to which must be added those damaged and thereby put out of action; then, most important of all, there is the cost in life and limb.

The conduct of the R.O.C. members in these operations proved the value of trained observers—albeit, self-trained—and led to the recommendation of an R.A.F. trade qualification of Aircraft Identifier.

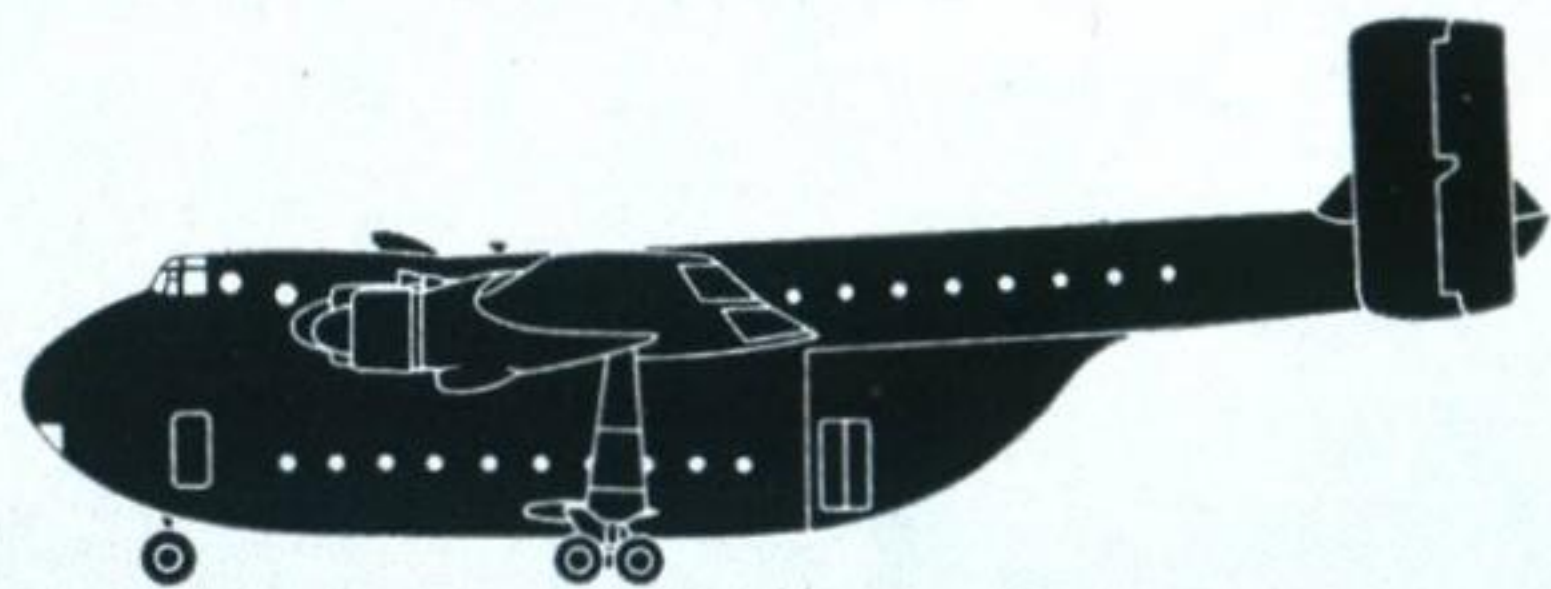
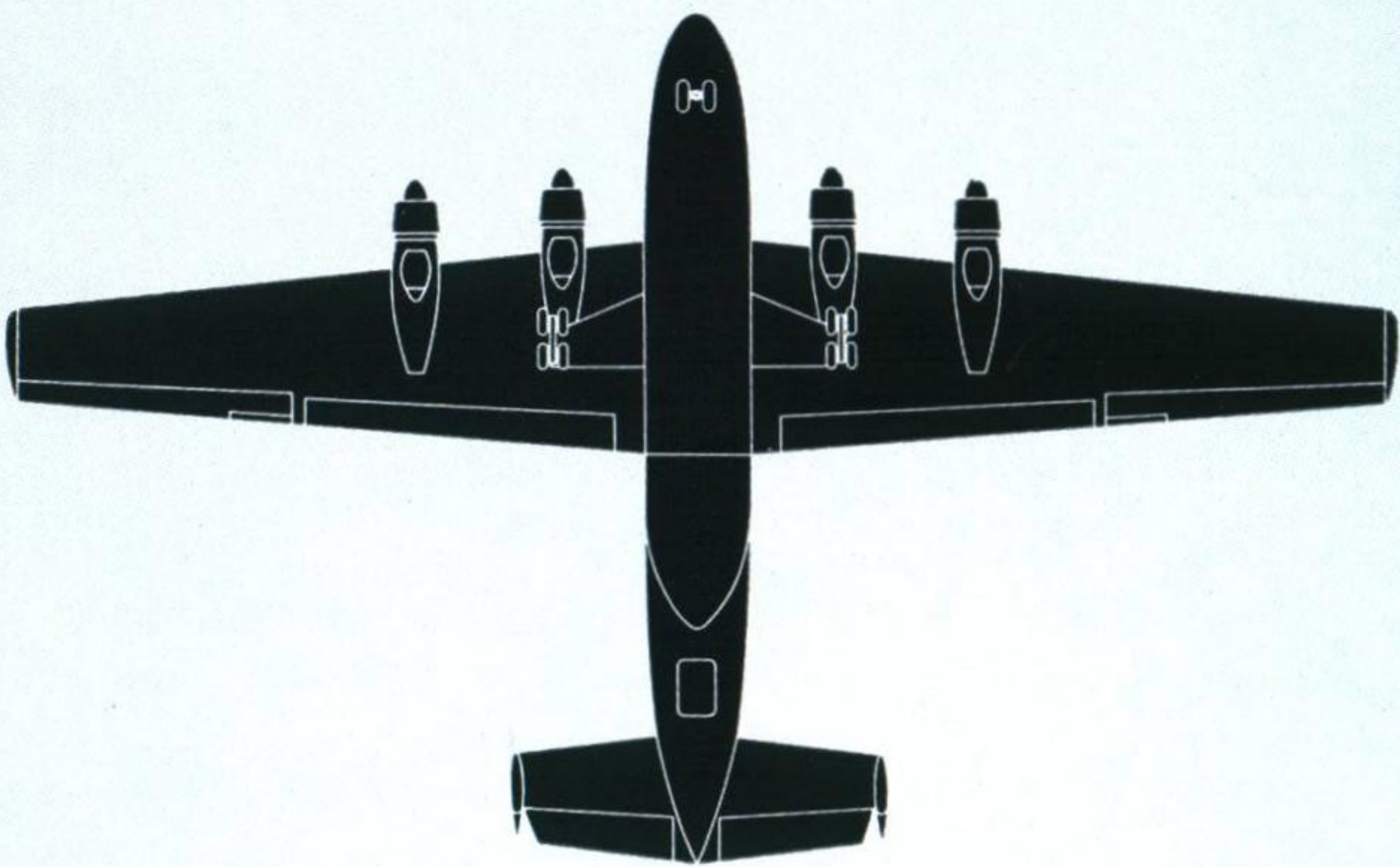
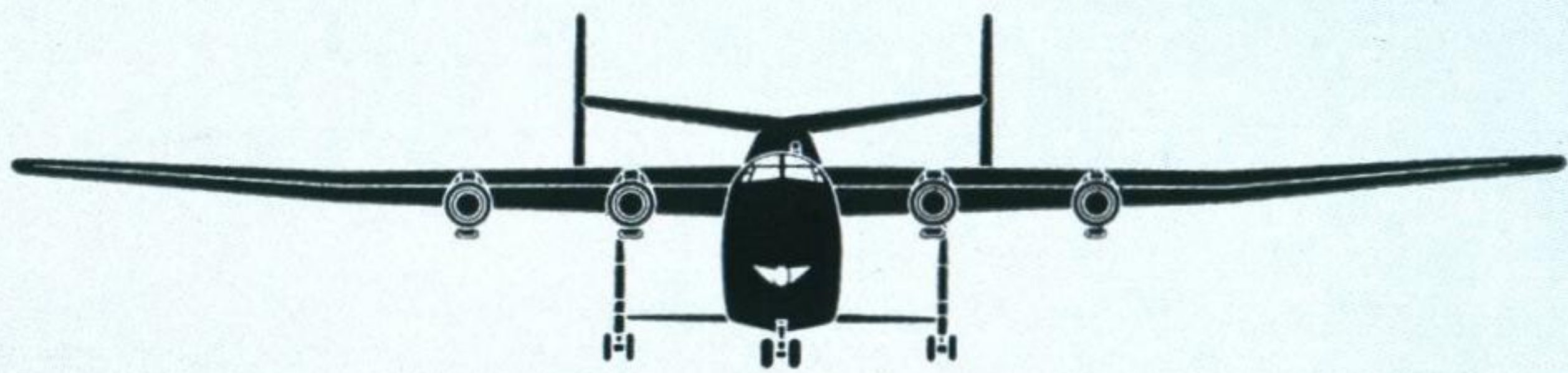
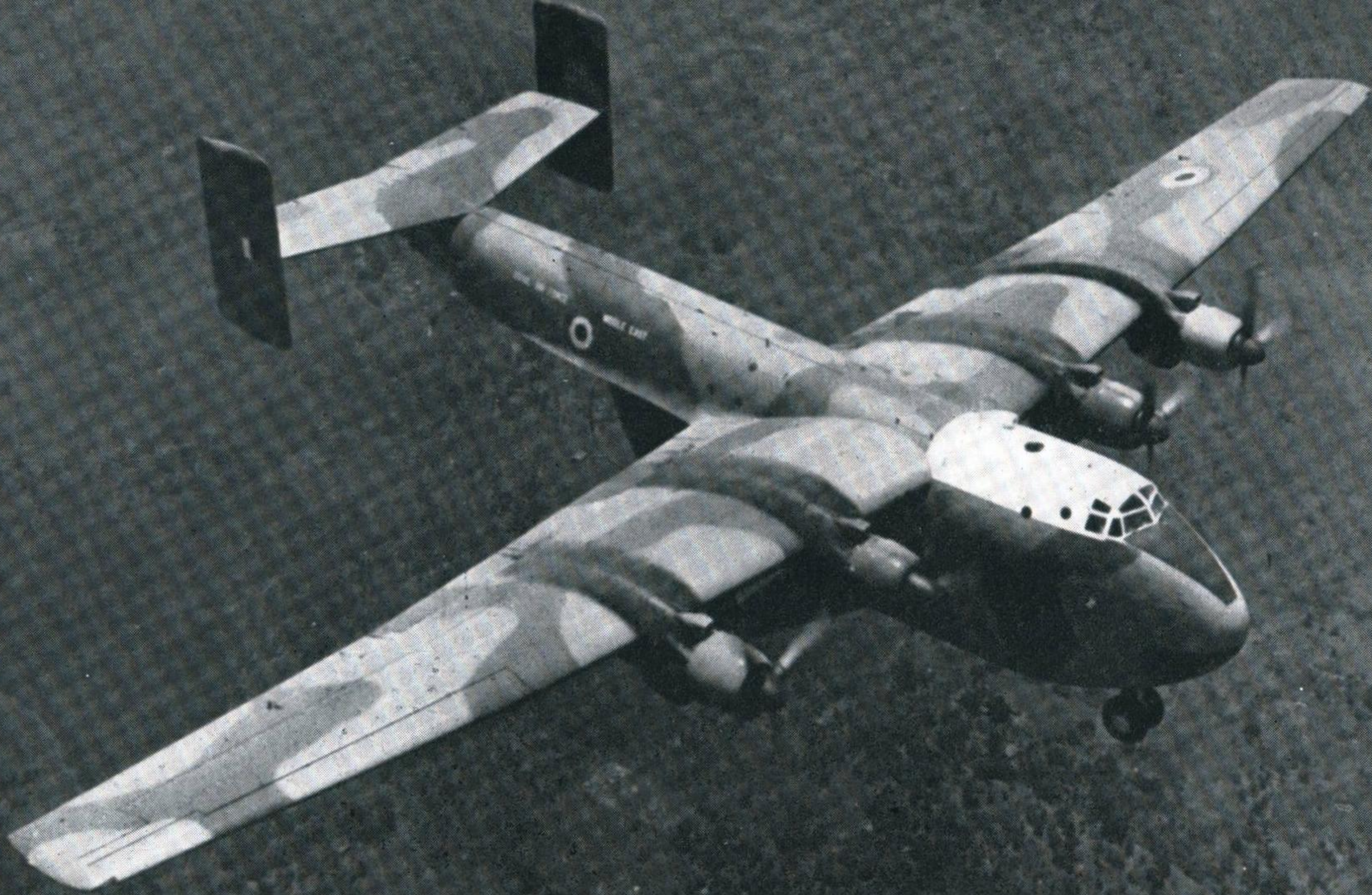
The R.O.C. members were mainly enthusiasts to whom training came easy, but on the warships and with the anti-aircraft units ashore were thousands of Servicemen with a need to be trained, to whom training was—let's face it—an intolerable bore. Training, then based on memorising details was a ponderous—if not impossible—task. Now, a new system, the Sargeant System, used in these *Journals*, dispenses with the arduous aspects of memorising. Scientifically devised, and tested by controlled batches of R.A.F. personnel, it was proved to be more efficient.

The need today is not an up-to-the-minute skill at identifying everything that flies, floats or rolls everywhere; it is more important to know how to train rapidly when the need arises on those aircraft, ships or tanks with which you will be concerned. The *Journal* lessons, correctly carried out, will provide you with the training know-how as well as skill at identifying those objects you need to know.

BRITISH SERVICE BRIEFS

A production Lightning F.6 (*right*) showing the increased tankage and cambered wing leading edge. The first of the VC10s for the R.A.F. (*below*) and (*bottom*) the Westland SRN-5 hovercraft with a mixed Navy/Army crew, on trials off Borneo.





BEVERLEY C.1

Although it is ten years since the Beverley first flew and under fifty were built, it is still important as a heavy freight, troop transport and tactical support aircraft of the R.A.F. Only recently camouflage has been introduced on Beverleys serving in the Middle East.

There is only the one version, the C.1, which may be seen either camouflaged, as shown above, or in natural finish. A slight visual variation to shape occurs when the faired rear-loading doors are removed for supply or paratroop dropping, as shown in the key view overleaf, but this is the only variation for even the undercarriage is fixed and underwing stores or tip-tanks do not apply.

Work to the instructions on page 65 ; solutions on the cover.

Span 162 feet

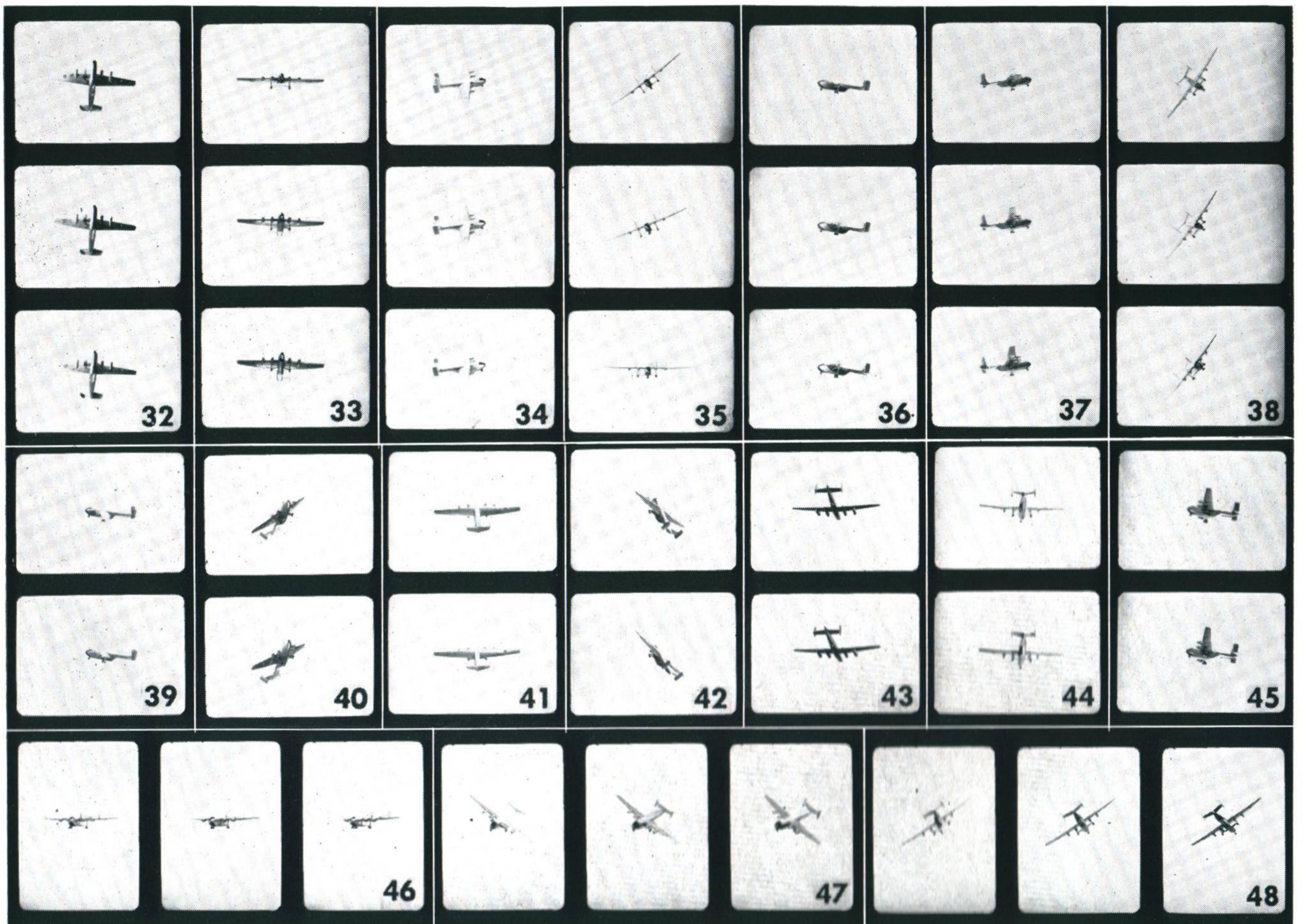




Continued overleaf



Beverley continued



IN PASSING



Training version of the Skyhawk, the TA-4E

DON'T THINK – JUST DO IT!

A reader recently complained that he thought certain targets in a particular tank lesson were unidentifiable except by reference to the key photos! How strange that some people prefer to do things the hard way and so miss the whole object of key photos, which is to provide the answers.

It is very difficult for reader/trainees to accept that the lessons presented in the *Journal* do *not* require memorising. Although it can sometimes help to take a good look at the key pictures before starting a lesson, no attempt should be made to memorise anything. *Each target is a problem to be solved with the aid of the key*, either directly or through other targets already identified.

A lesson is really a paper synthetic trainer. Every target is a problem for solution by as many different points or other targets as possible in order to arrive at a positive identification. Thus the amount of “searching”, “looking” and “seeing” in respect of one aircraft (or ship, or tank) is very extensive. When this has been done for say 40 different problems, the student cannot fail to be thoroughly familiar with the details of the object; familiarity is unavoidable. Moreover this familiarity is achieved without conscious effort, for the pictures are deployed in such a way as to make this task easy and also to make fairly quick answers possible. Gaining familiarity with the object is an unconscious and automatic function of the mind while comparisons are being made.

Unfortunately, familiarity does not connote identifying ability, especially when there are a number of similar objects, such as aircraft types, to be distinguished one from another. Familiarity alone does not ensure that when an object is seen again, its *identity* will be known. The shape may be known with certainty to have been seen before but the name may not be forthcoming unless naming (identifying) has also been practised while familiarity is being gained. Here, we draw attention to lesson instruction No. 4 which states “Write down the name of the object you identify as soon as you are certain that you have identified it”. This is the most important rule of all so far as training to *identify* is concerned, and is the kind of training overlooked in World War II: hence the terrible toll of Spitfires from our own defences, we refer to elsewhere. To sum up, no aspect of this training calls for concentrated memorising, deep knowledge of aircraft, ships or tanks or for any special aptitude. All it demands is simple discipline in carrying out the complete lesson procedure as prescribed in each *Journal*. If this is done somewhere within you, a “mechanism” is at work doing the rest. So we come full-circle to our title—and it is a sound piece of advice for those engaged in learning to identify anything—“Don't Think—Just Do It”.

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.

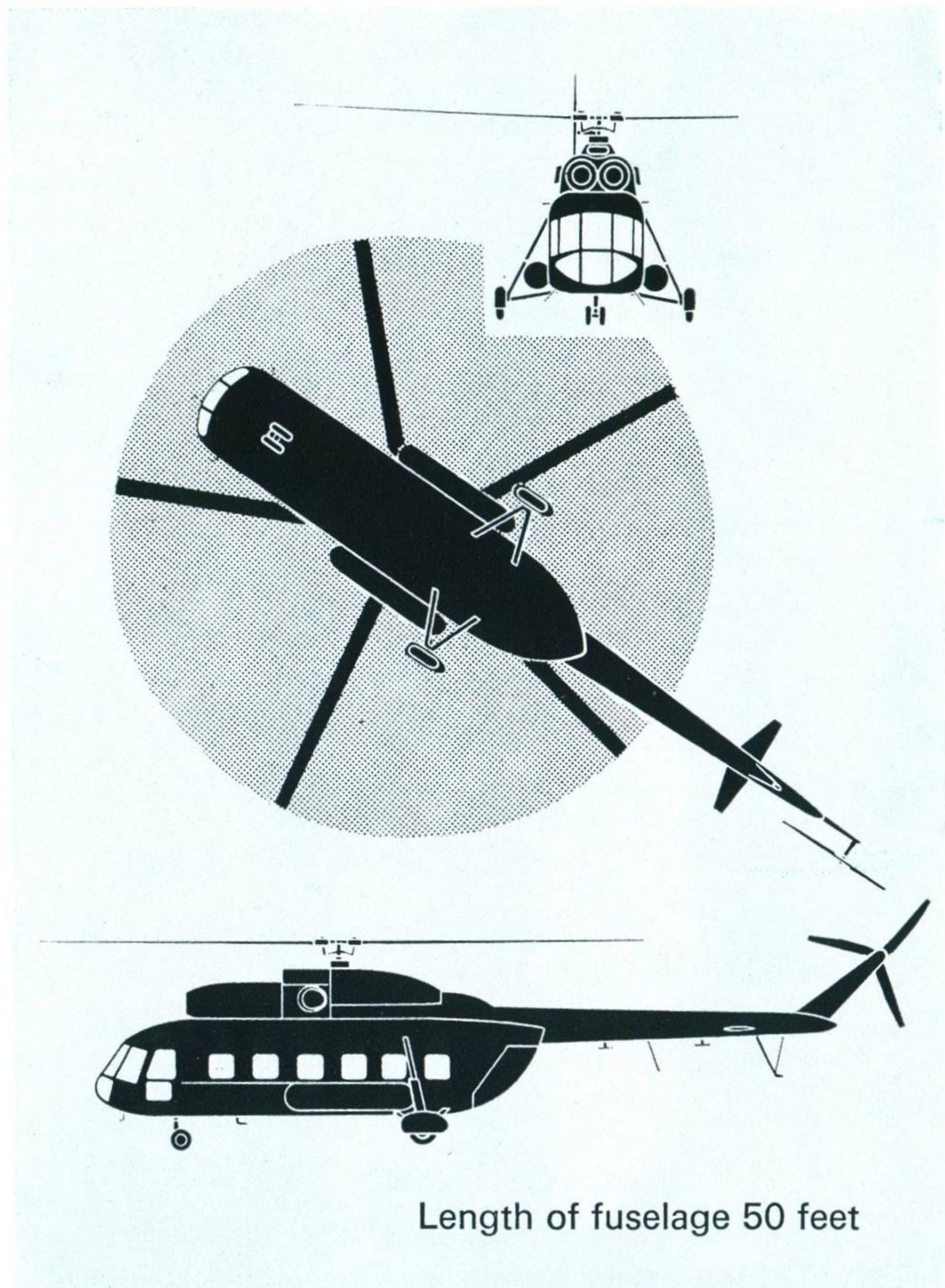
Conduite des leçons

1. Lire le texte correspondant à la leçon.
2. Préparer une liste de numéros de cible, de façon à pouvoir prendre les cibles dans n'importe quel ordre.
3. Identifier les photos de la cible en les comparant avec les vues-clé: commencer par les plus faciles de manière à gagner de l'expérience: se servir aussi de cibles déjà identifiées pour trouver les plus difficiles.
4. Quand vous serez certain de l'identité d'une cible, notez son nom immédiatement en face du numéro correspondant sur votre liste. **CECI EST IMPORTANT.**
5. Les leçons ne devront pas être précipitées ou d'une durée limitée à l'avance. En ce qui concerne les débutants, il est plus important d'identifier avec précision que rapidement.
6. Ne pas s'efforcer d'apprendre par cœur les détails, les formes ou les noms.

Gebrauchsanweisung für die Typenlehre

Um den größten Nutzen aus den Übungsbildern, die in diesem Heft veröffentlicht werden, zu ziehen, sollte wie folgt verfahren werden.

1. Den zur Lehre gehörigen Text lesen.
2. Eine numerierte Typenliste vorbereiten, in der angesprochene Typen in eine gewisse Ordnung gebracht werden können.
3. Typen ansprechen durch Vergleich mit den Hauptansichten (von oben, von unten, von vorne, von hinten und von der Seite). Anfangen mit den einfachen Bildern, um Erfahrung zu bekommen. Die angesprochenen Typen zur Ansprache der schwierigeren benutzen.
4. Wichtig: Sobald ein bestimmtes Flugzeugbild mit Sicherheit richtig angesprochen ist, sofort die Typenbezeichnung in die entsprechende Stelle der Liste eintragen.
5. Bei der Übung nicht beeilen oder eine zeitliche Begrenzung festlegen. Für Anfänger ist es wichtiger, richtig anzusprechen als schnell.
6. Nicht mit Einzelheiten, Umrissen, Namen aufhalten.



HIP

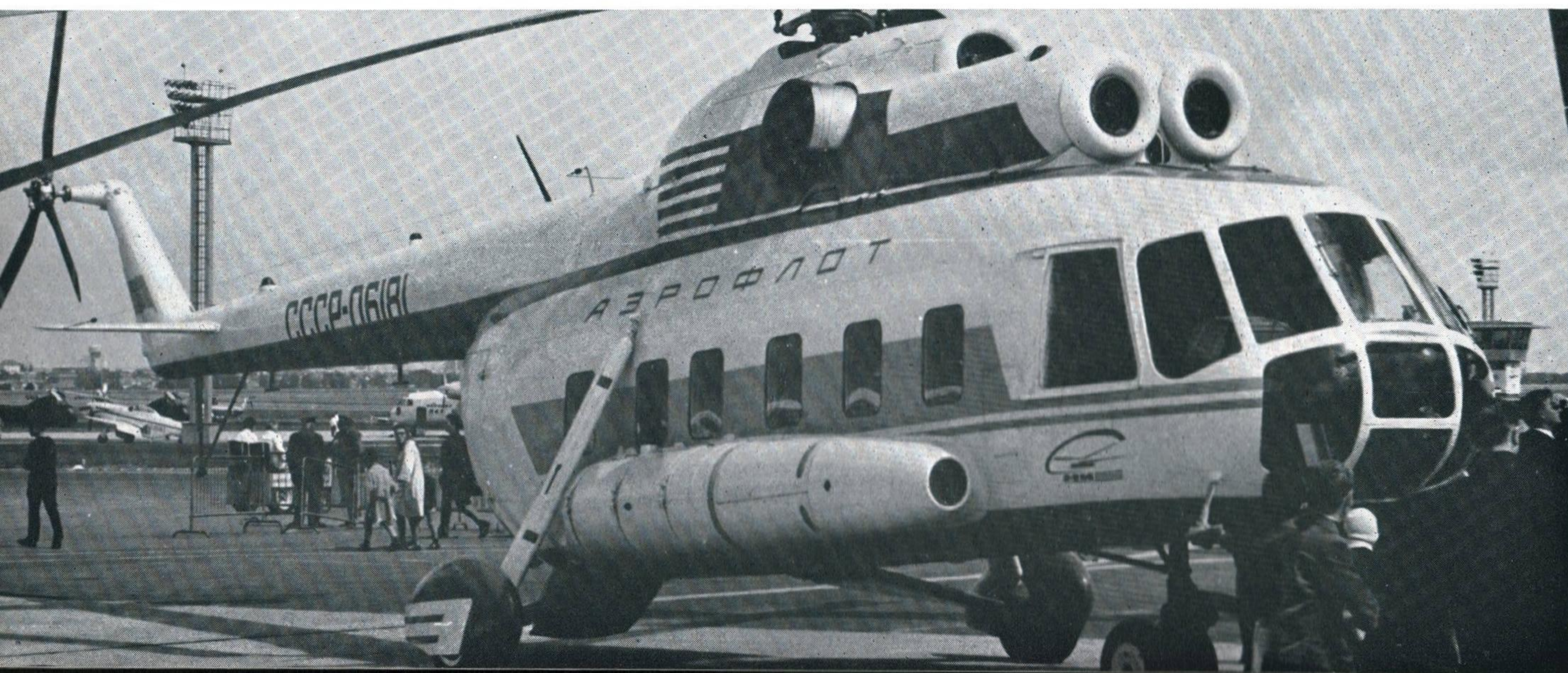
The Mi-8 Hip, designed as a successor to the Mi-4 Hound, entered service with Aeroflot during 1964 and is expected to be offered for export next year.

Passenger accommodation is up to 28 and an alternative freight-carrying version has clam-type rear-loading doors to facilitate the entry of up to two vehicles.

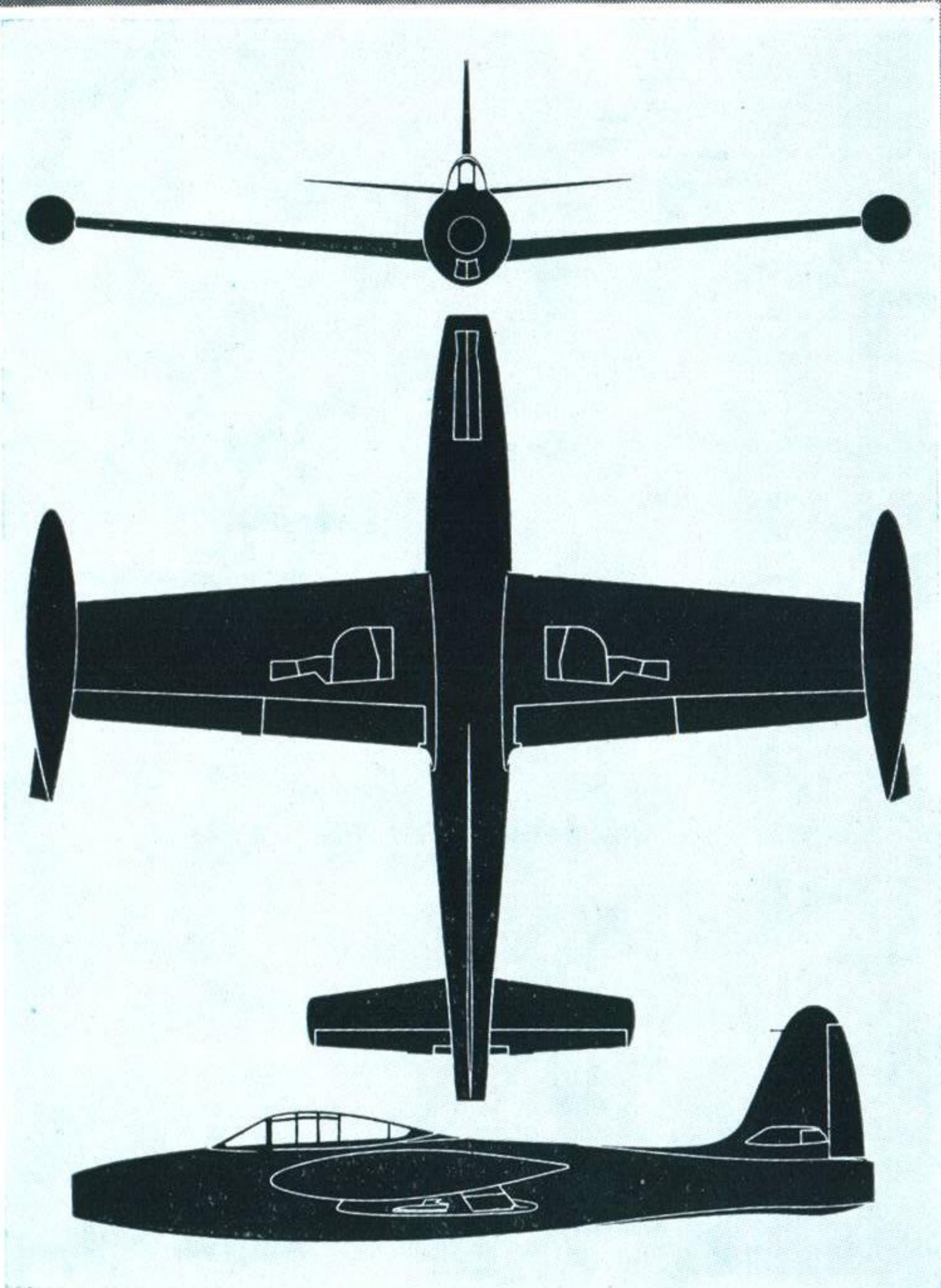
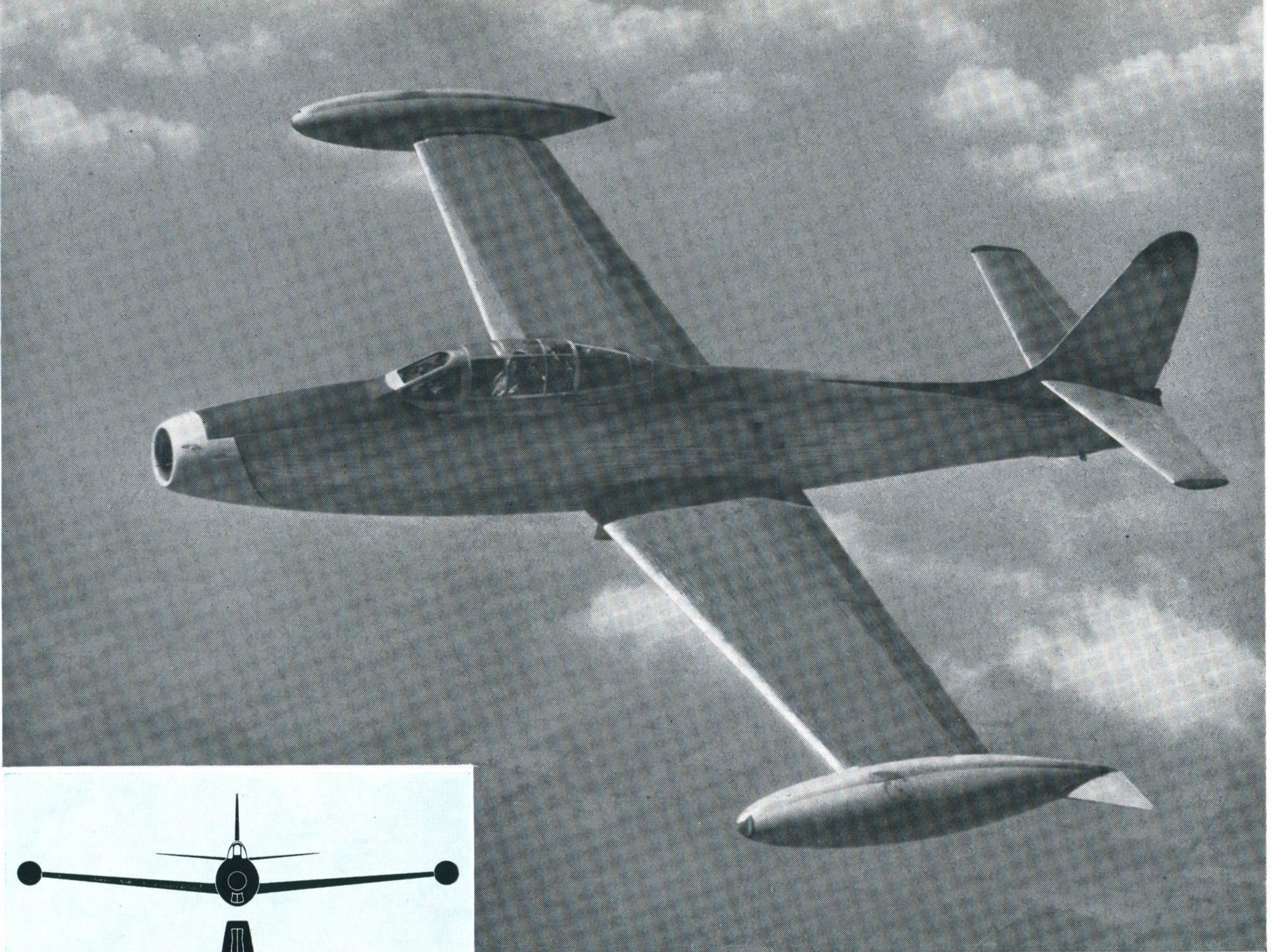
Fuel is carried in external tanks of which the shape may vary and external loads may be carried. Earlier views shown elsewhere of the Mi-8 with a single intake over the cabin can be ignored as the single-engined version has not apparently been adopted for service. The key views on this page of the passenger version are characteristic of all Hips in service.

The lesson instructions are on page 65 and the solutions on the cover.

Solutions on the cover







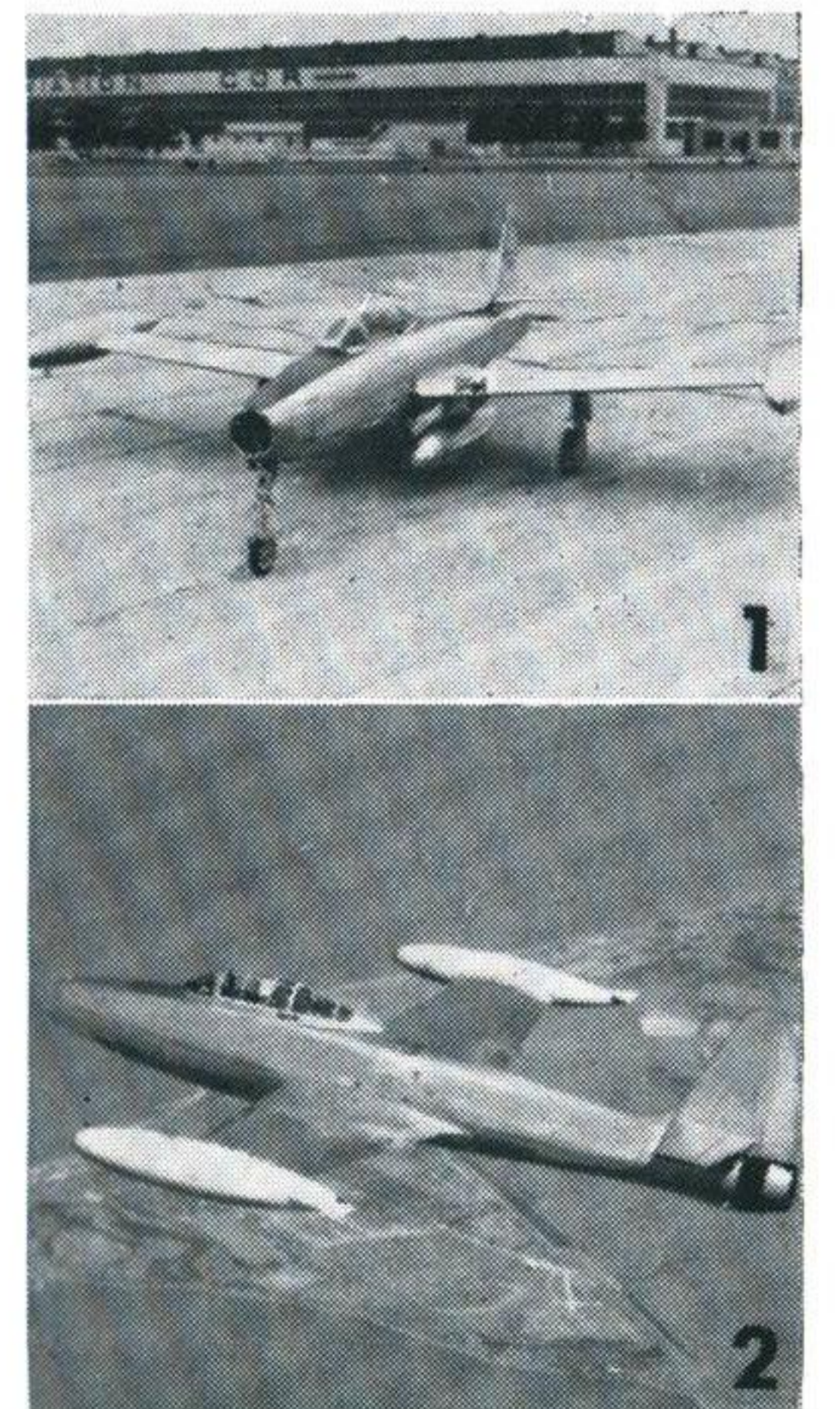
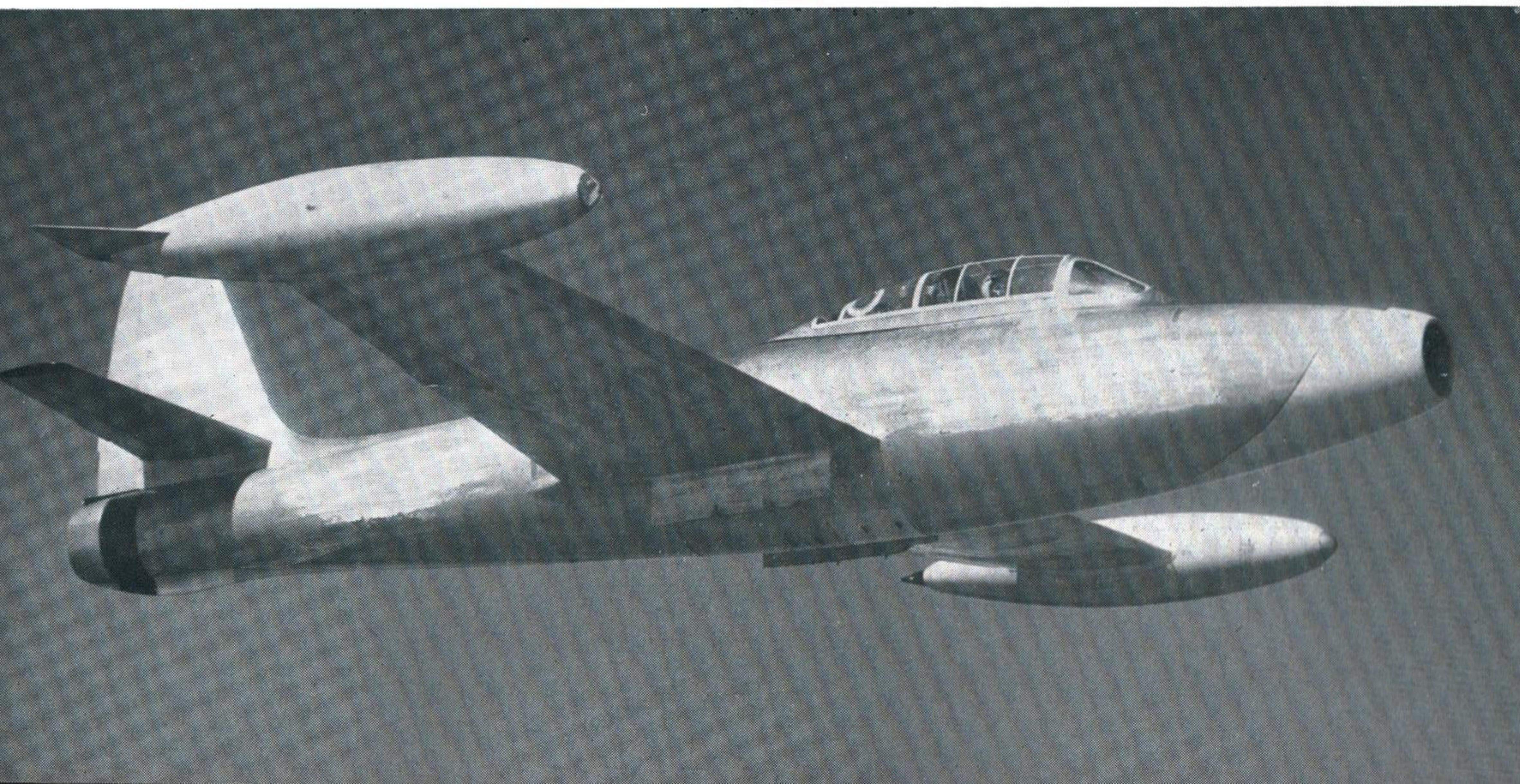
THUNDERJET

Although no longer in U.S. service this one-time mainstay of the NATO fighter force, the F-84G Thunderjet, is still held in reserve by certain countries and is still in service in Thailand and Yugoslavia. While it is unlikely to be used as a fighter again, it can carry a variety of underwing stores up to 4,000 lb. and thereby has a considerable ground attack potential. Of the various versions of the Thunderjet built, only the F-84G version depicted remains potentially operational.

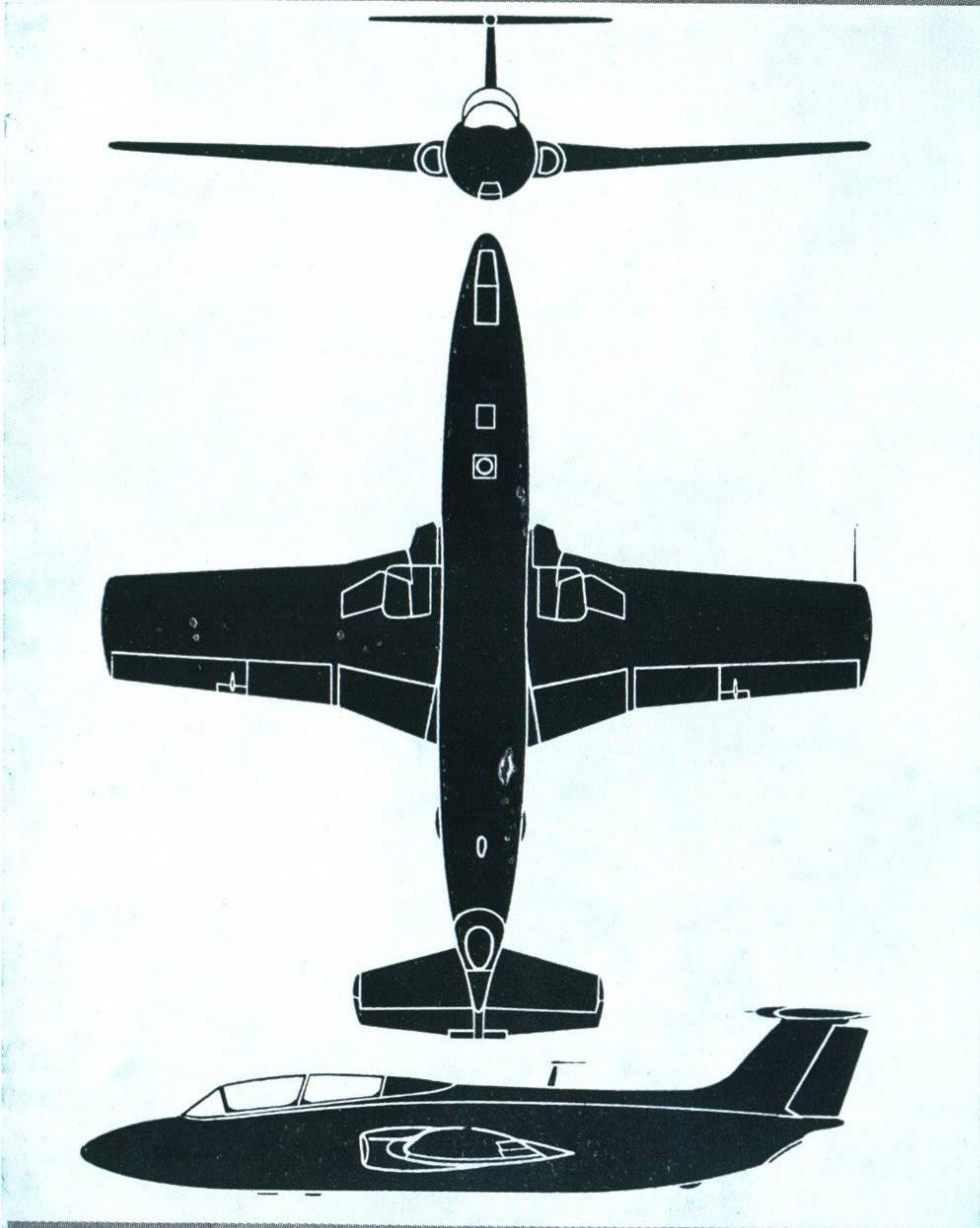
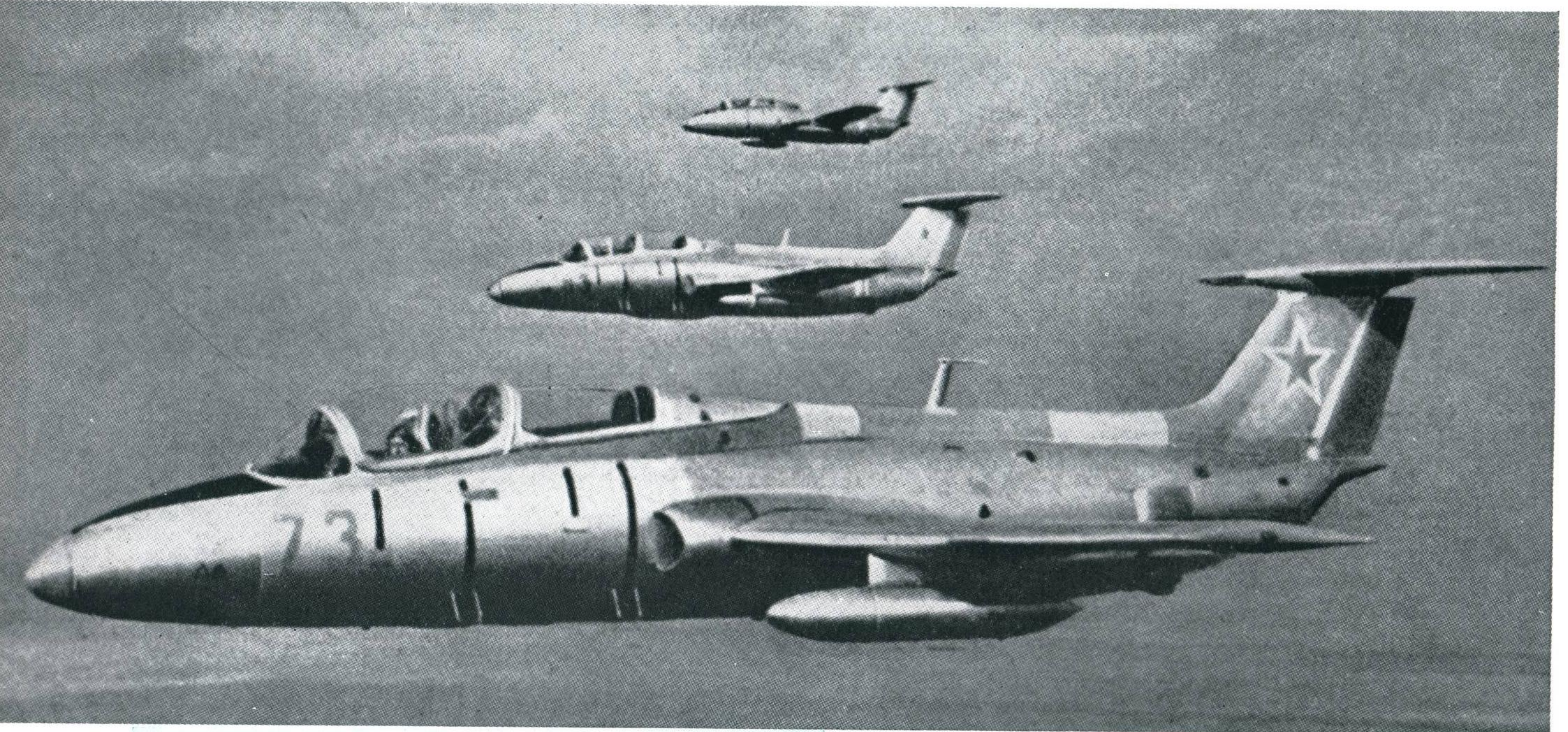
The F-84F Thunderstreak and RF-84F Thunderflash, as their differing names suggest, are different aircraft and lessons appear in the April 1963 and November 1959 editions of the *Journal* respectively, but since the issue with the last Thunderjet lesson is now out of stock it is repeated here for the record. Work to the instructions on page 65 and dip into the past to ensure your preparedness for the future.

Span 36 feet

Solutions on the cover







MAYA

Maya, the Czech L-29 Delfin, is the first of the Soviet Satellite types to have a Tripartite name allotted. It is being produced for the Russian Air Force as well as for the Satellite Forces of Czechoslovakia, Bulgaria, Hungary and Eastern Germany; outside the Soviet Bloc, Syria and Indonesia are prospective customers.

This two-seat, jet, basic and advanced trainer, with provision for the carriage of light bombs, rockets or machine-gun pods, is in the same class as the Jet Provost and has a similar top speed of around 400 m.p.h. Auxiliary fuel may be carried underwing as shown in the key photos. The lesson instructions are on page 65 and solutions on the cover.

Span 34 feet

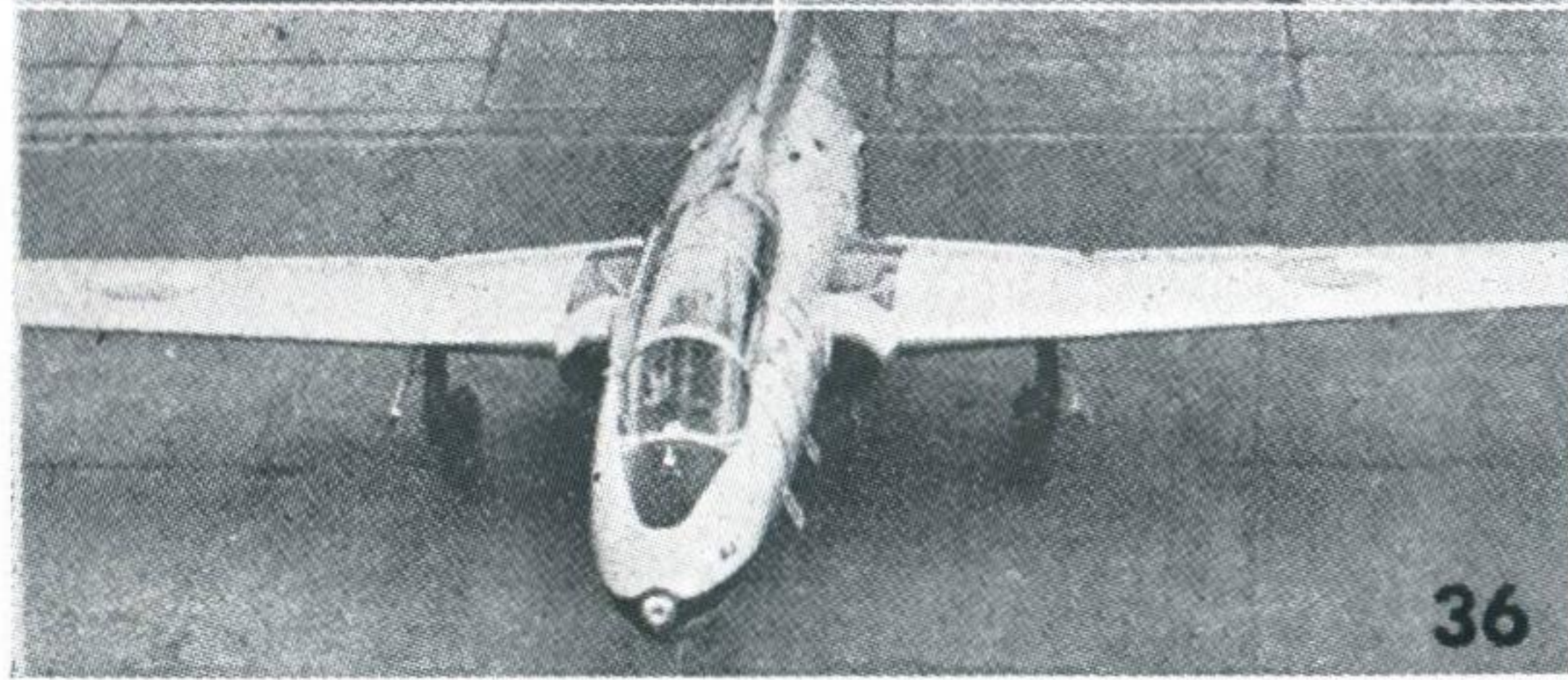
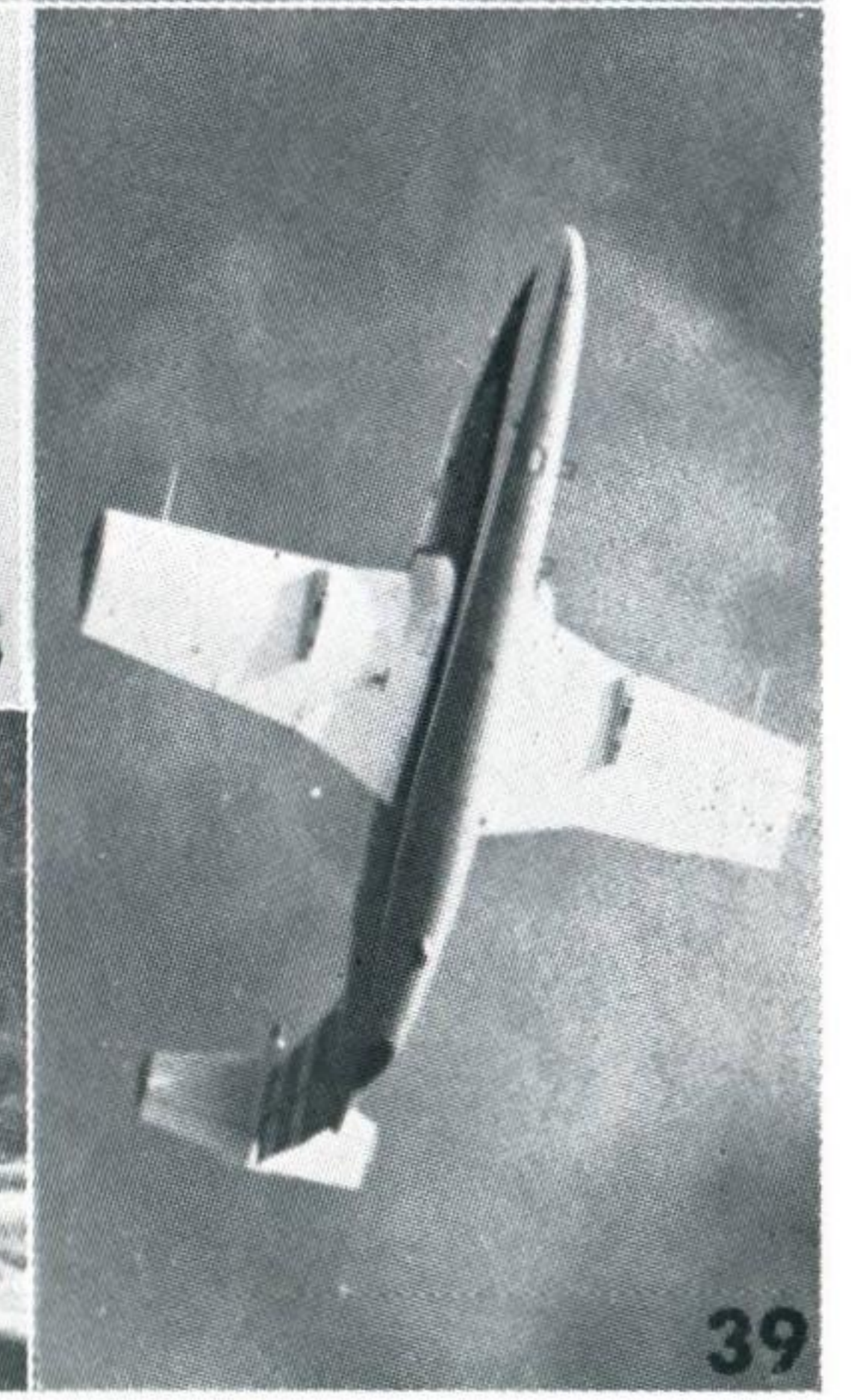
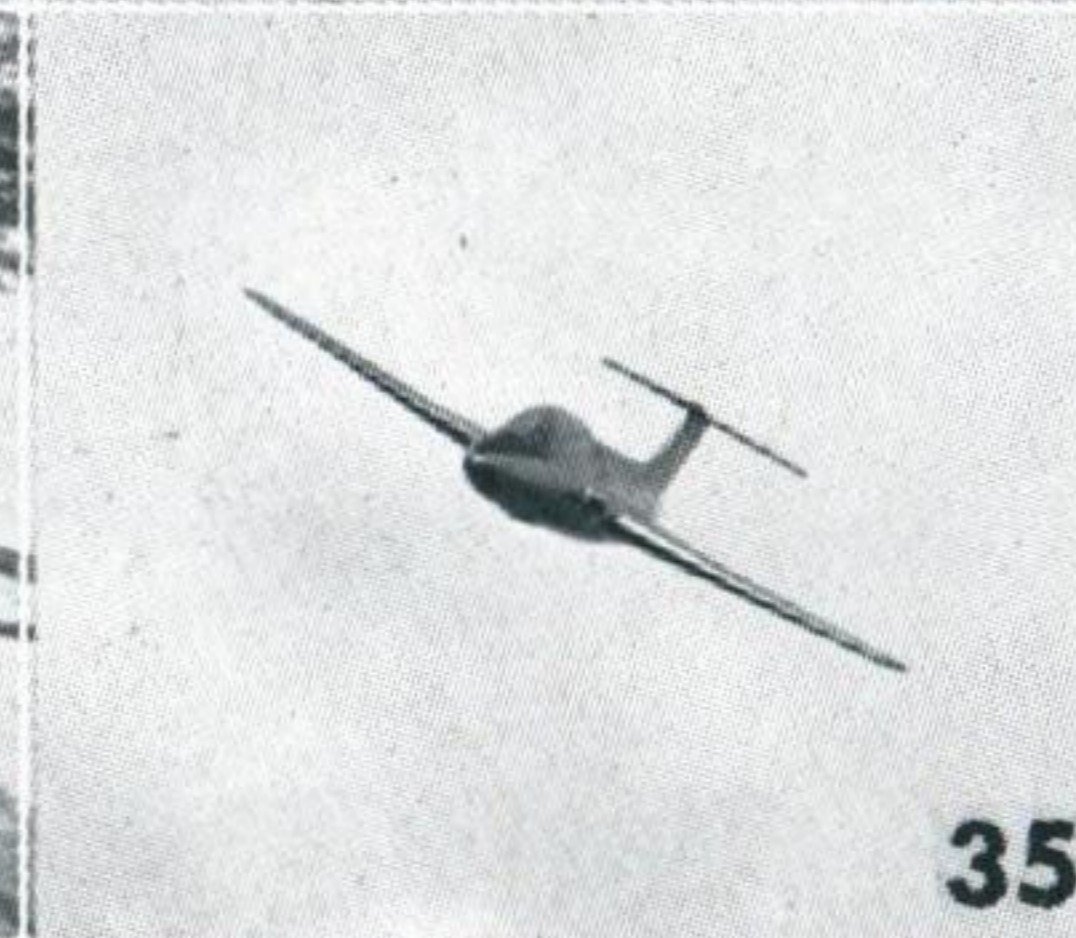
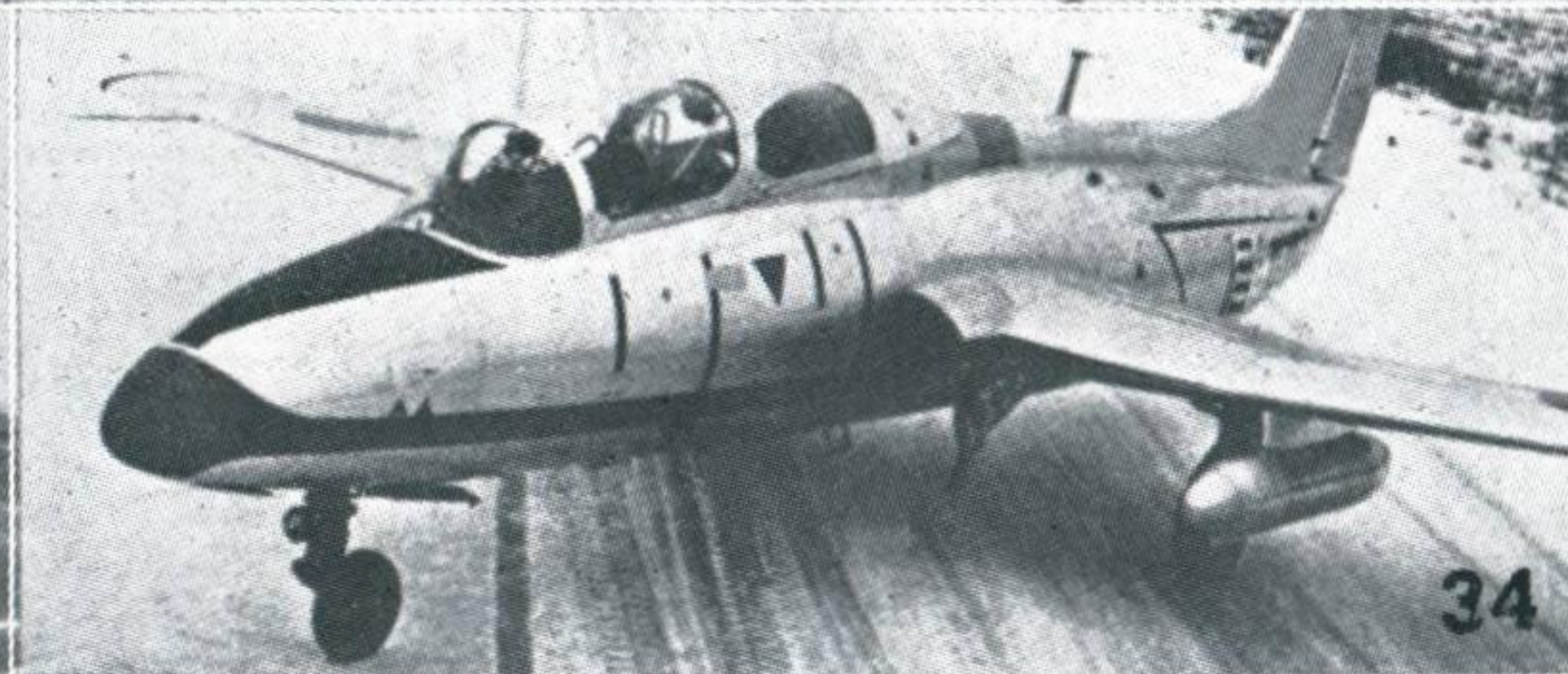
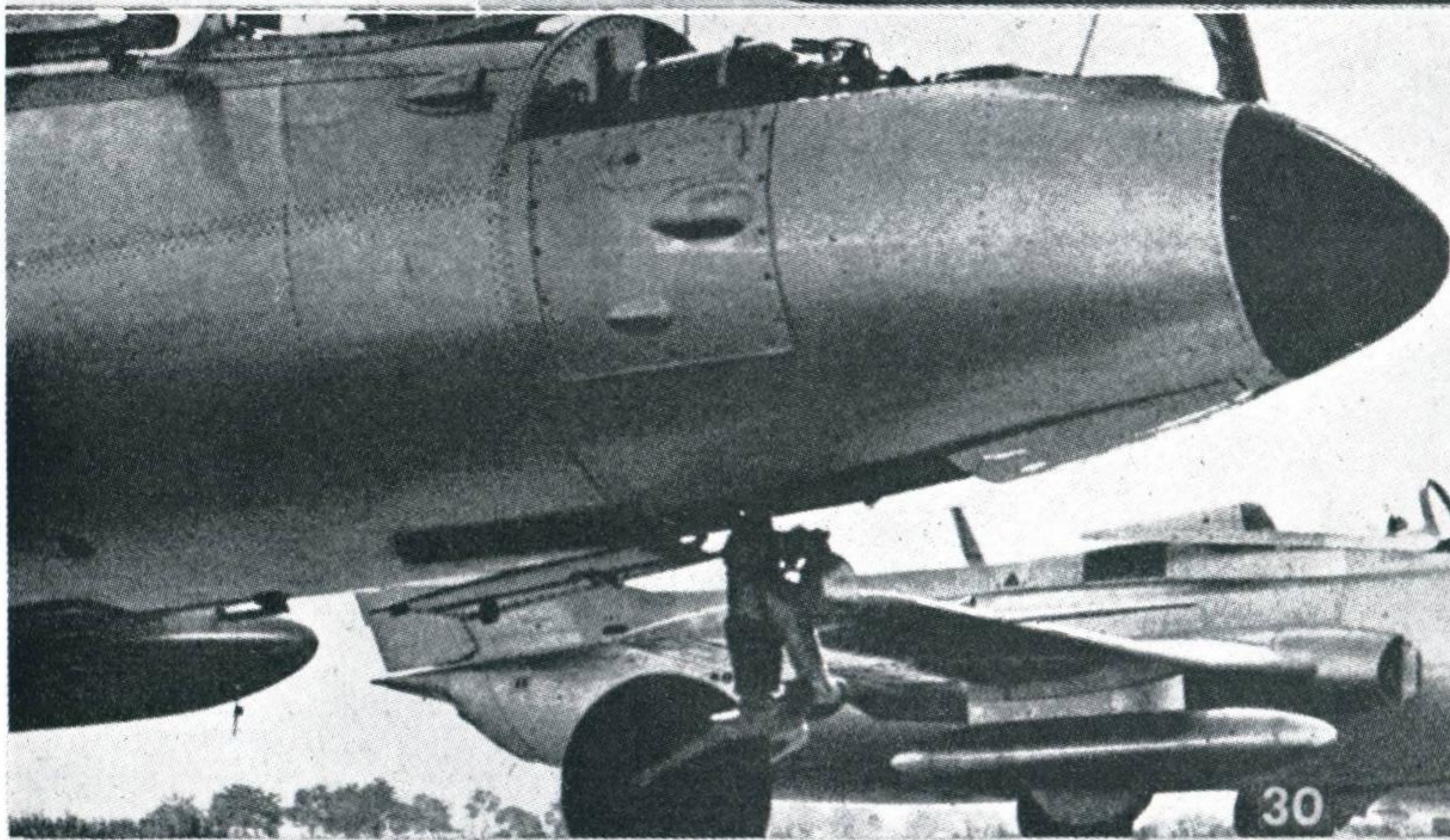
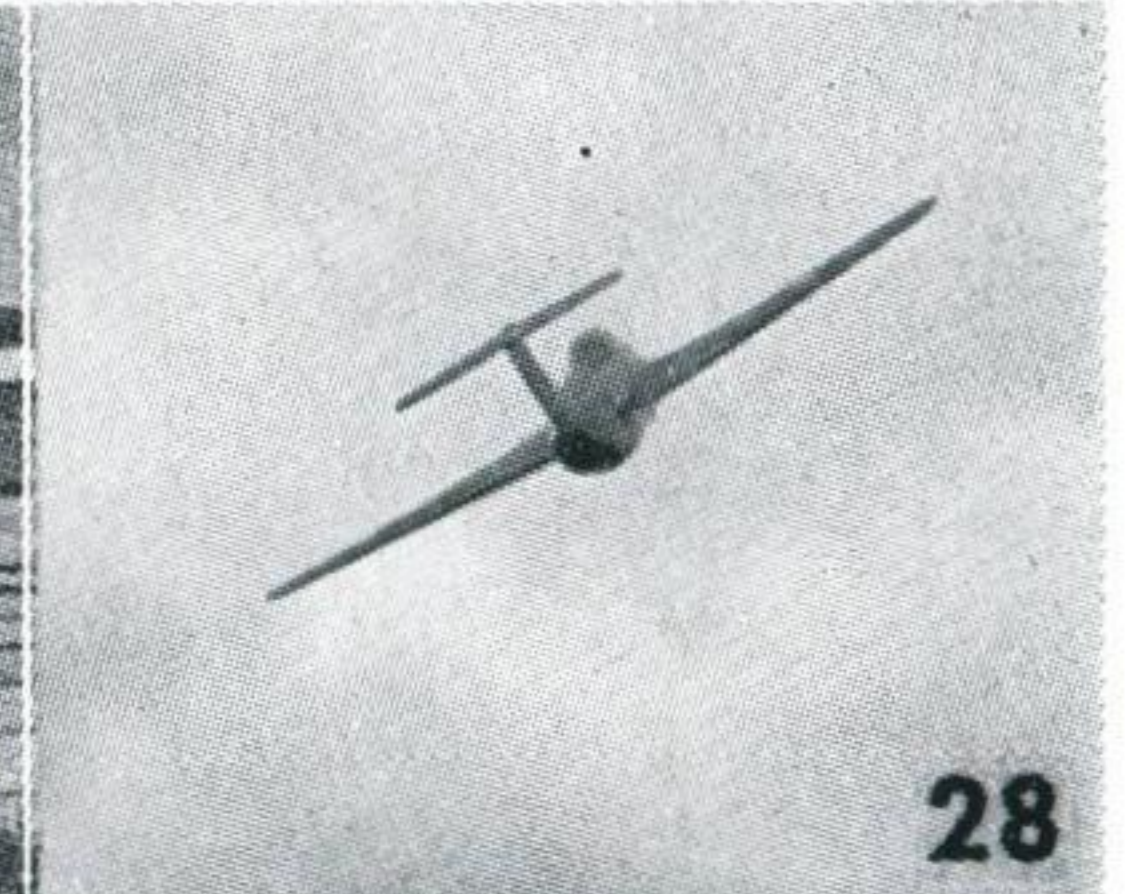
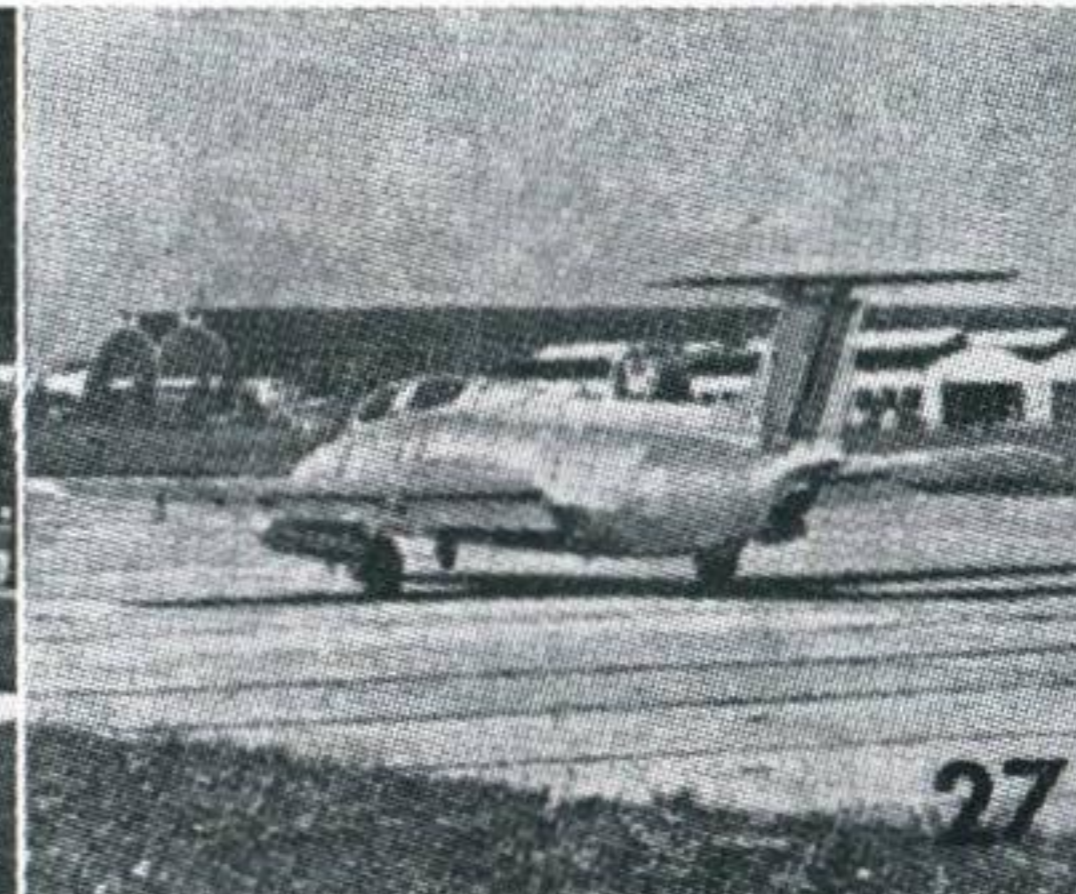
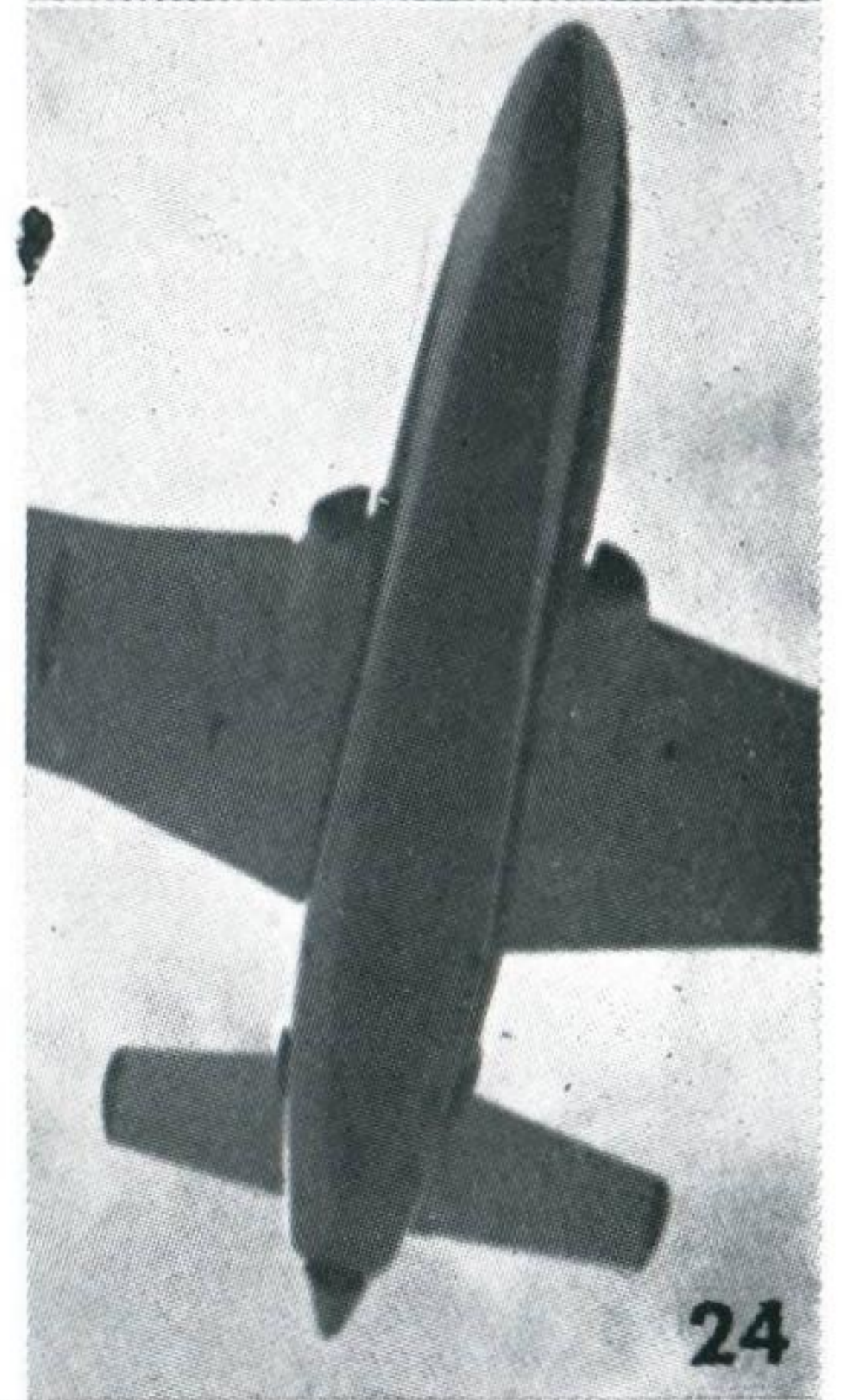




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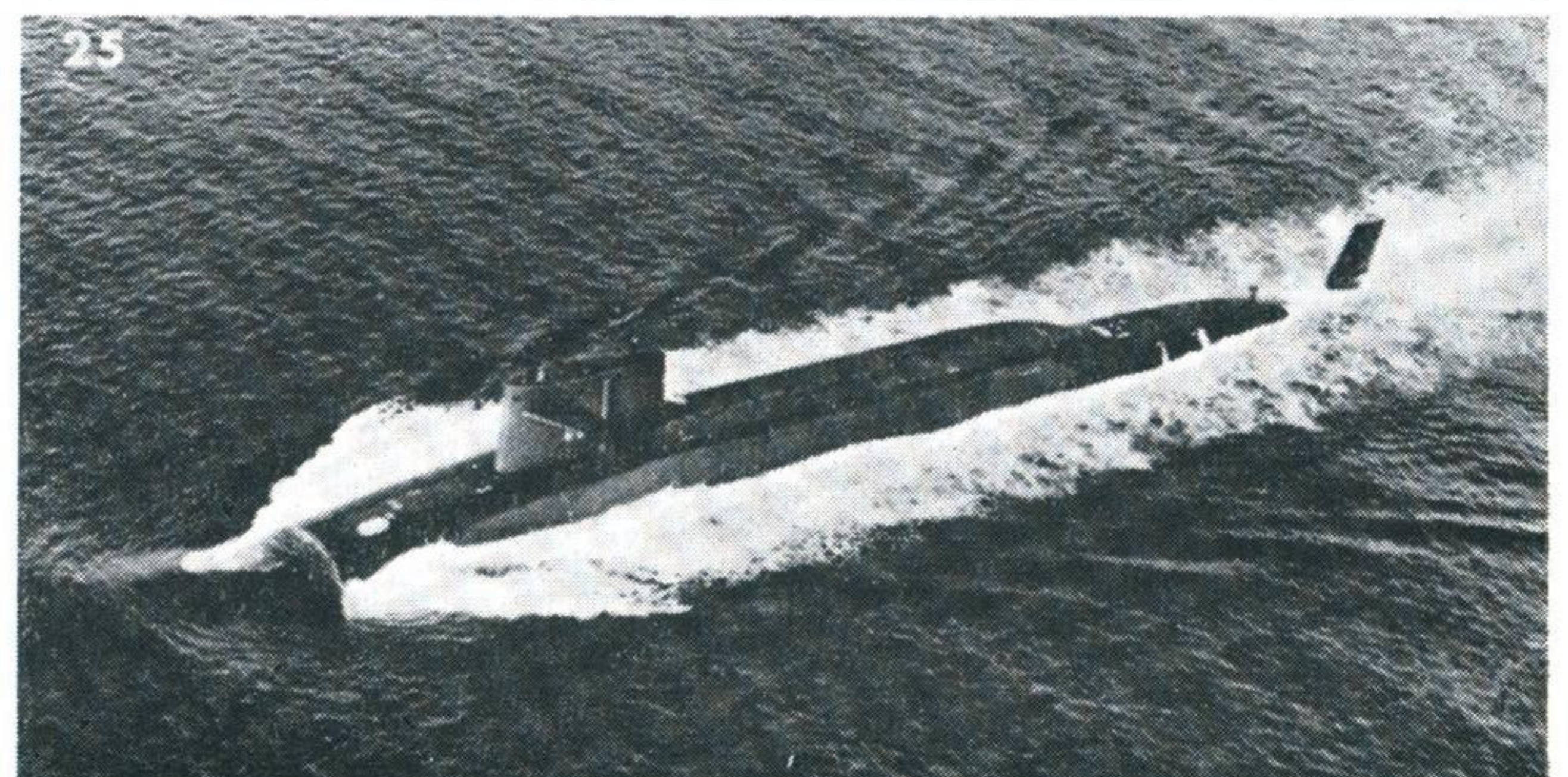
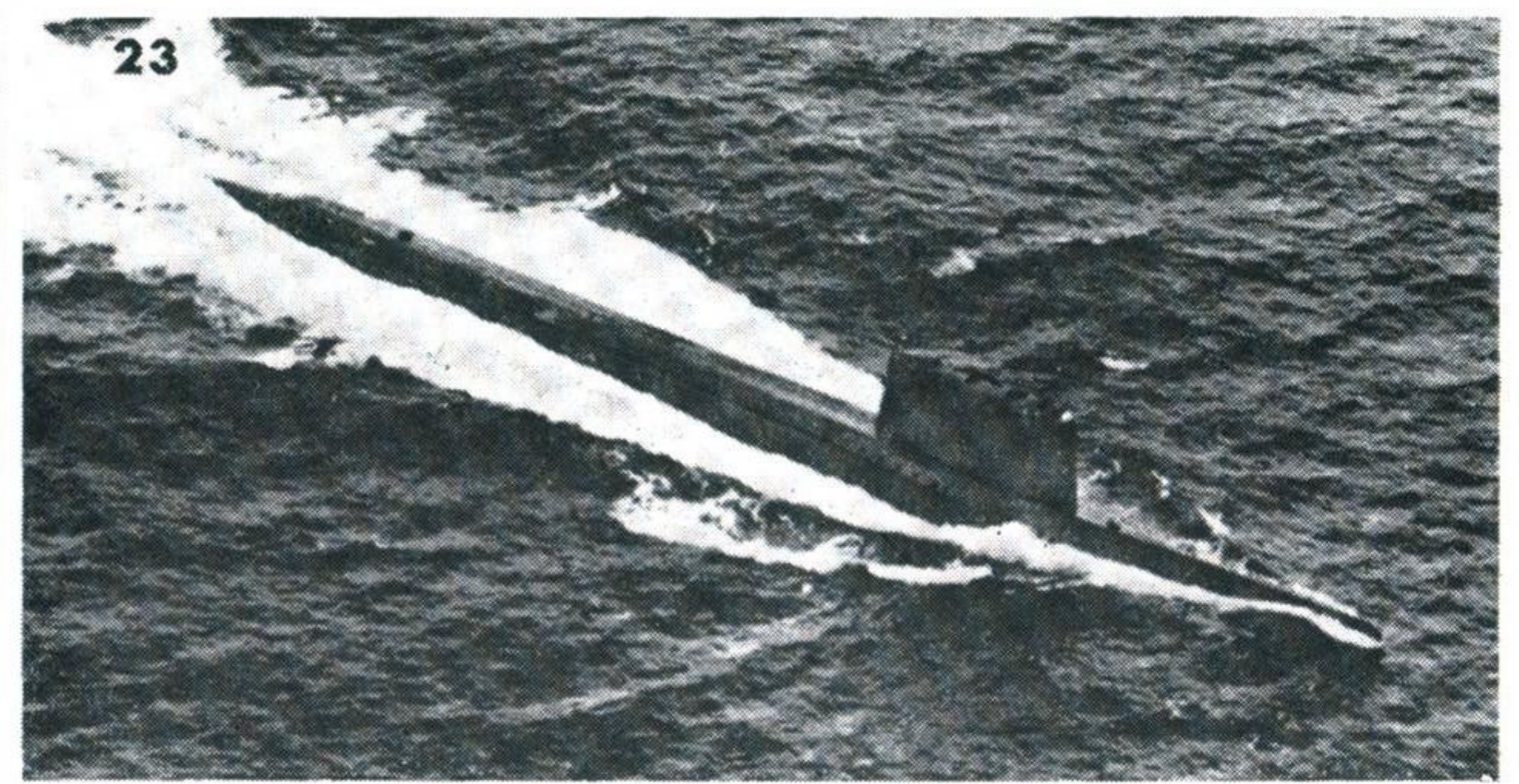
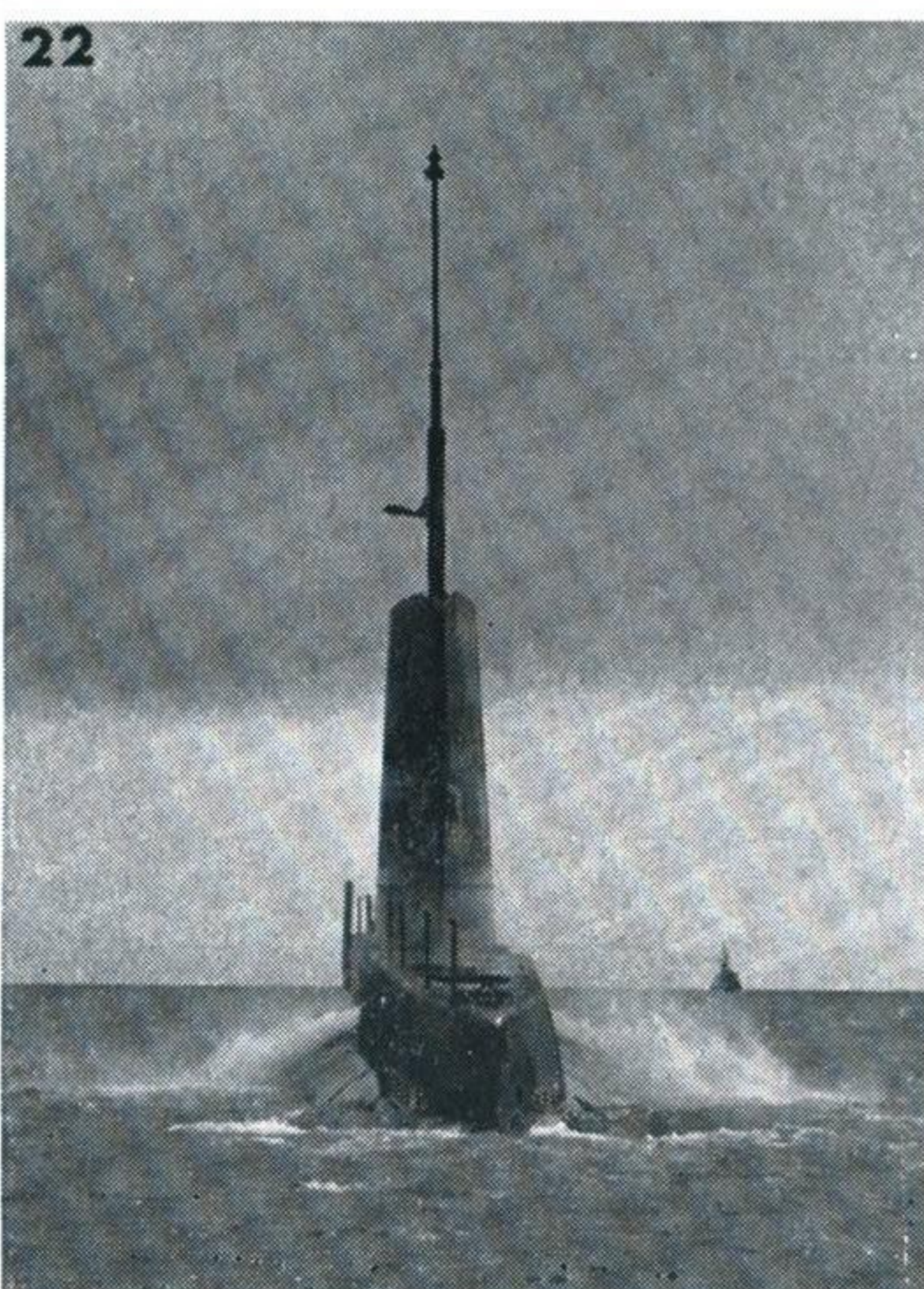
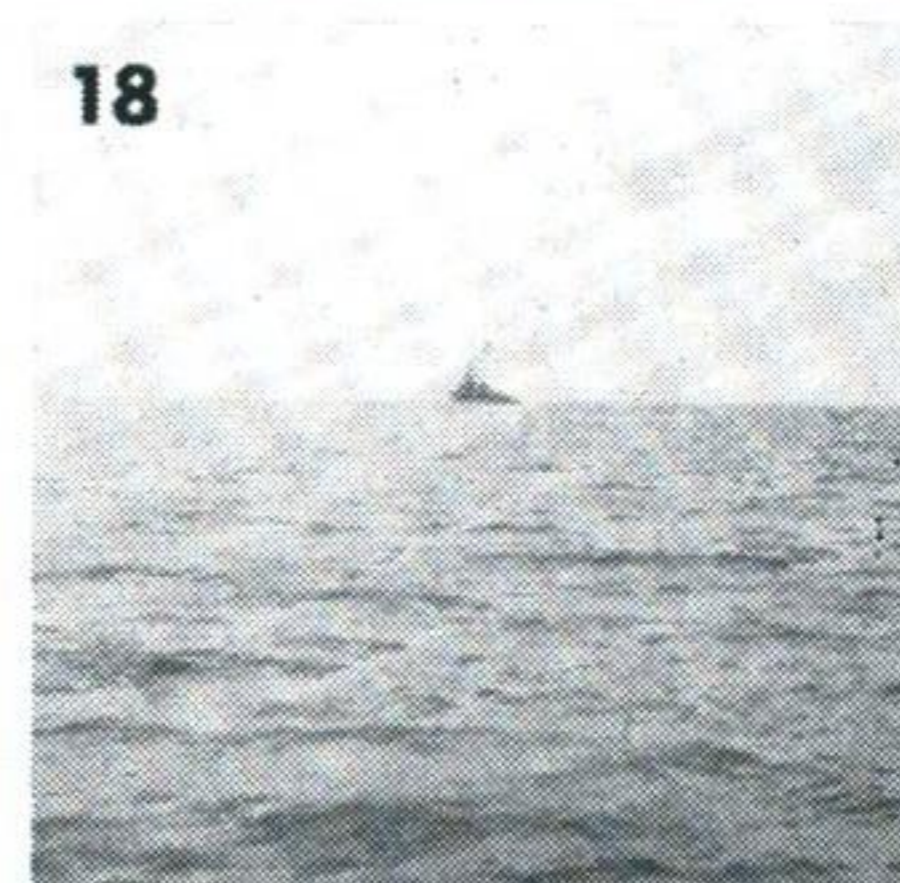
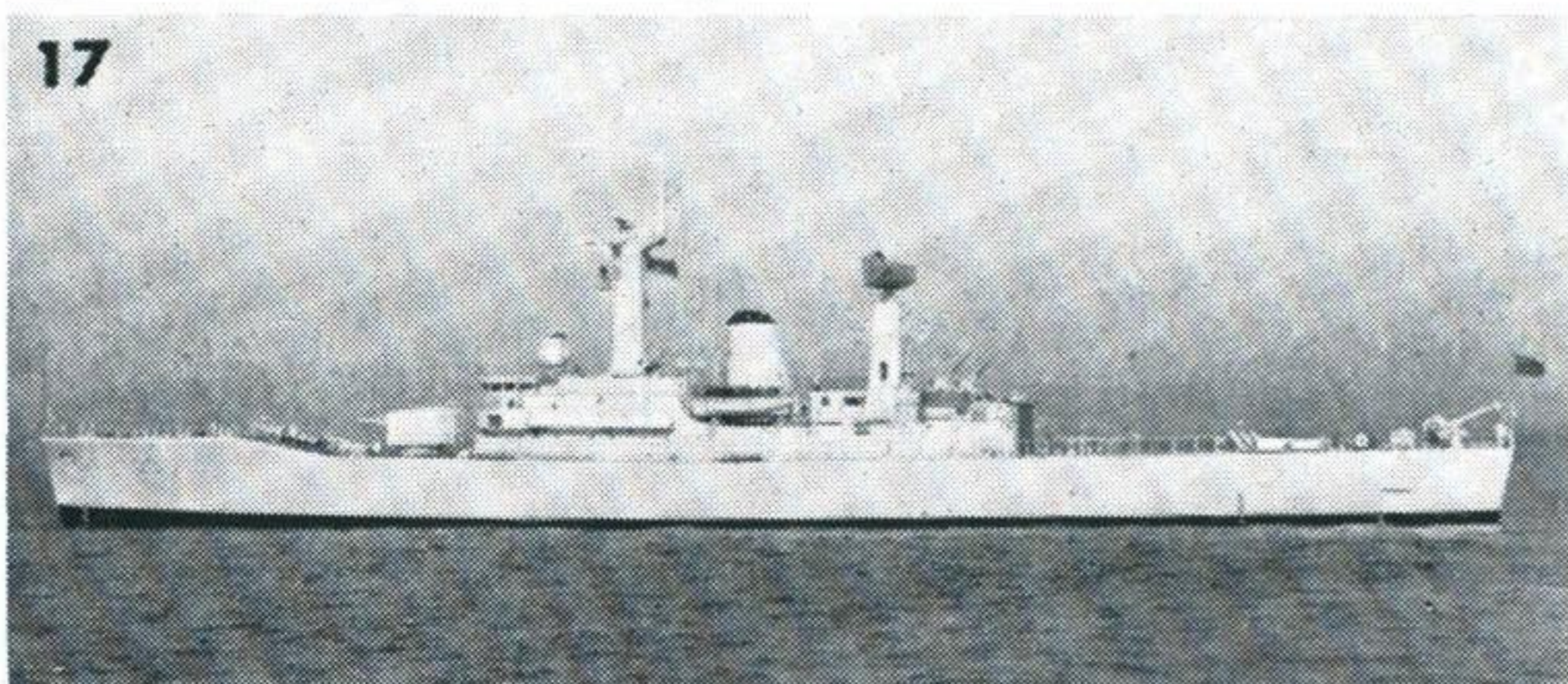
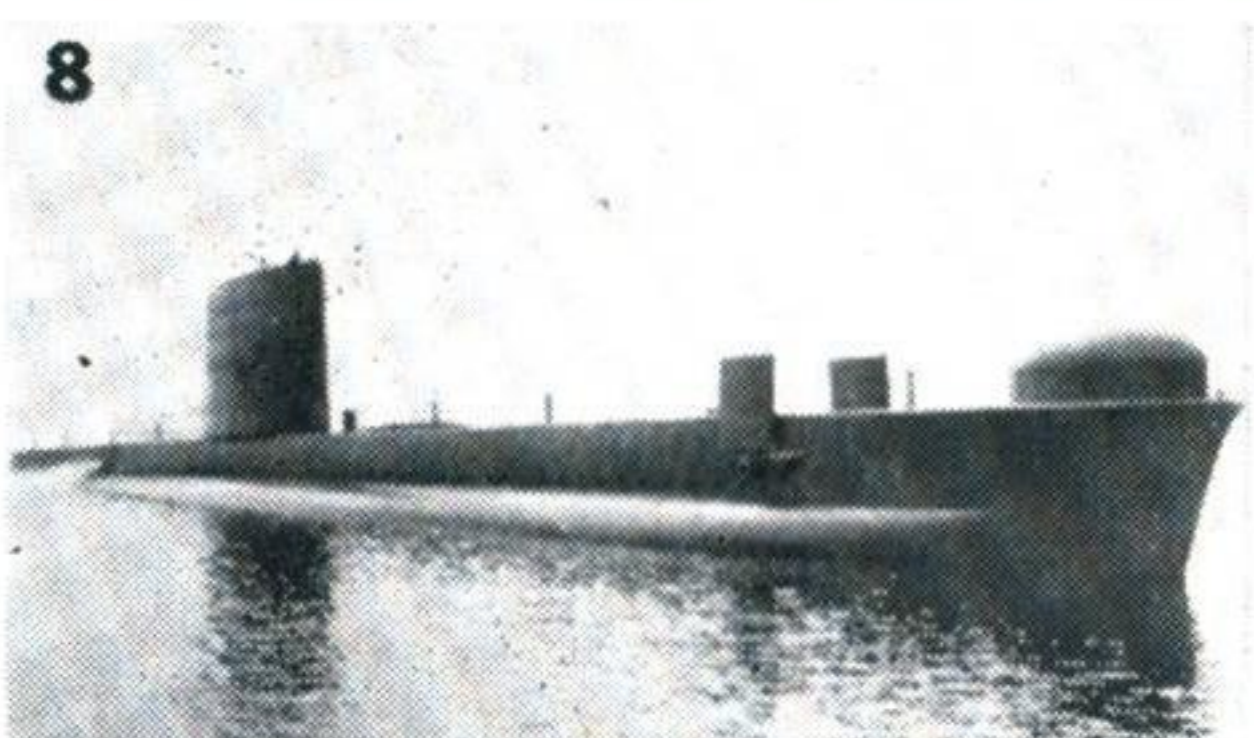
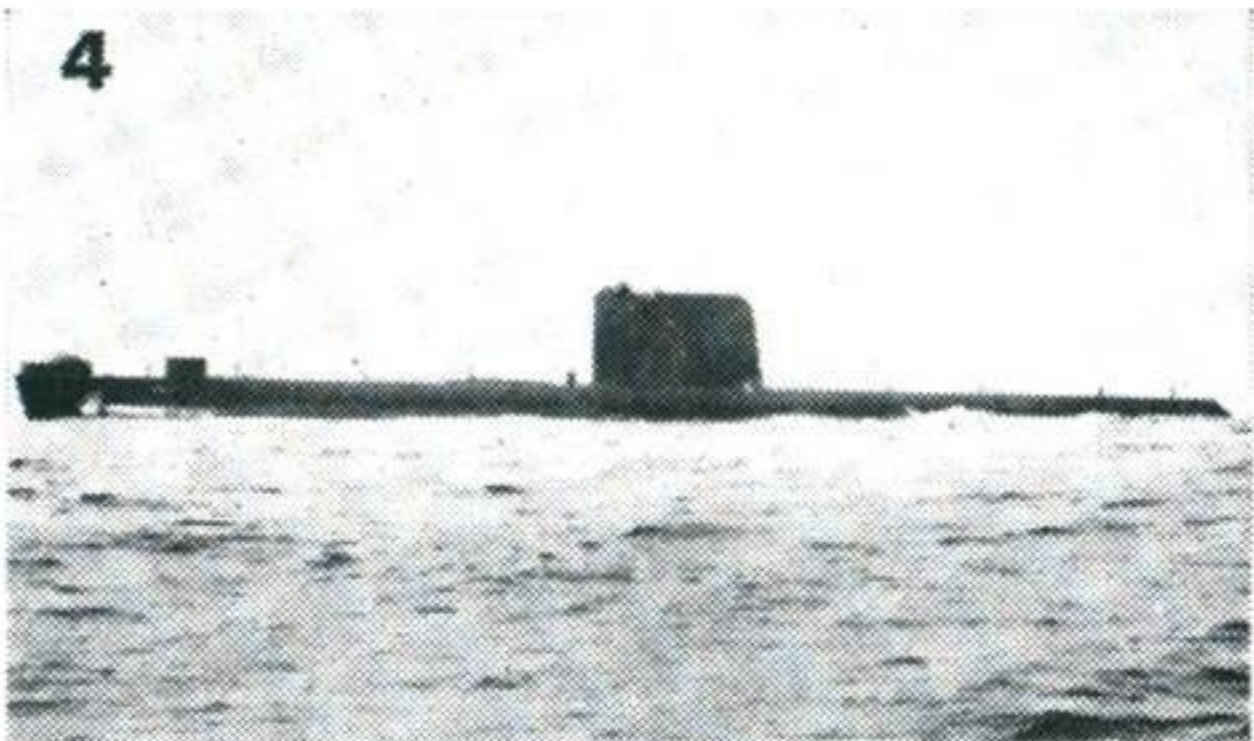
MAYA continued

The prototype of Maya appeared in 1959 and the type went into production during 1963. Several hundred are now in service and production continues.

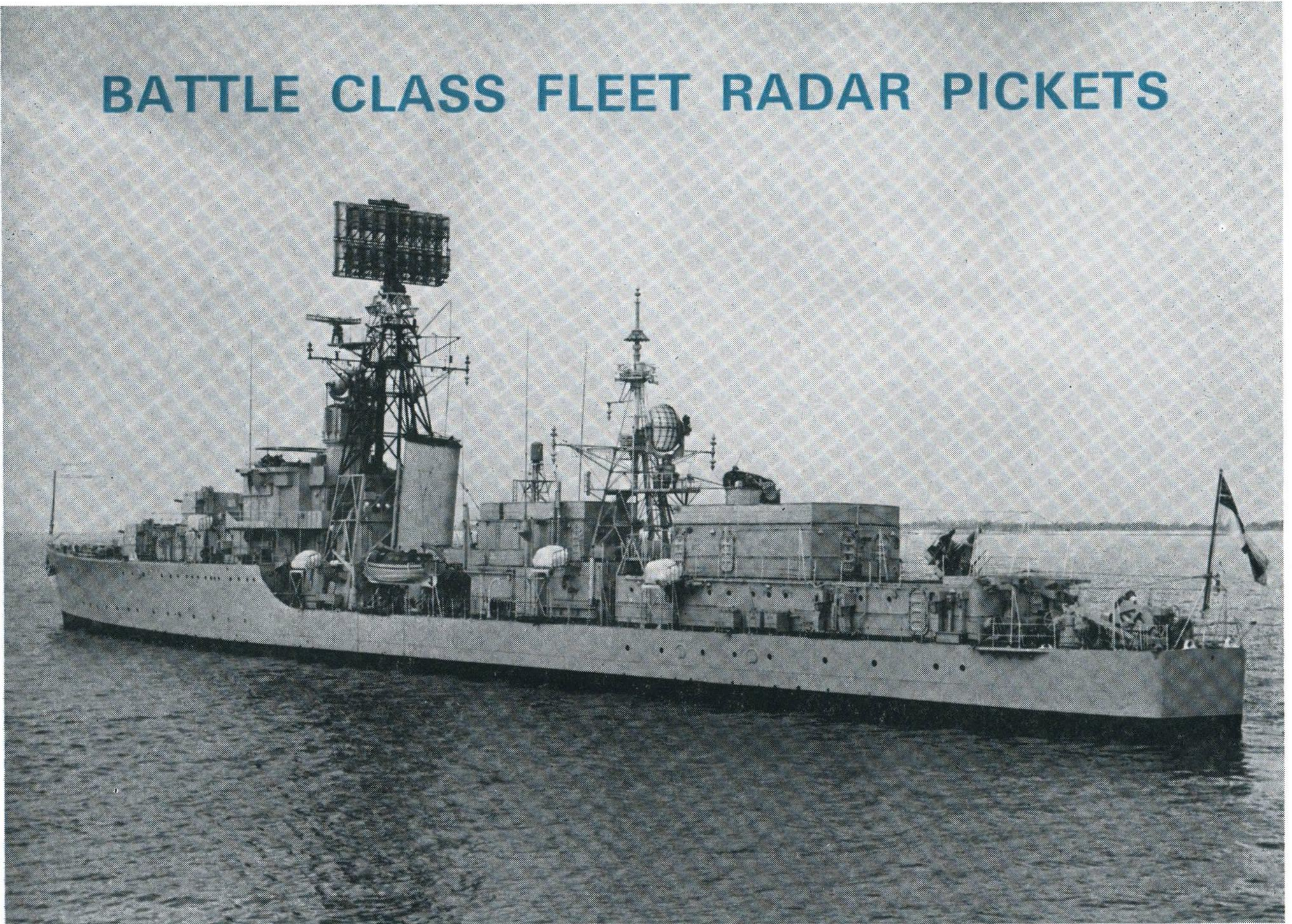


WARSHIP TYPE TEST No. 9

A spotting test of warships of various nations for you to report in the following sequence—Class Name, Type of Vessel and Nationality. Solutions on the cover give in addition, where known, the individual name of the vessel concerned.



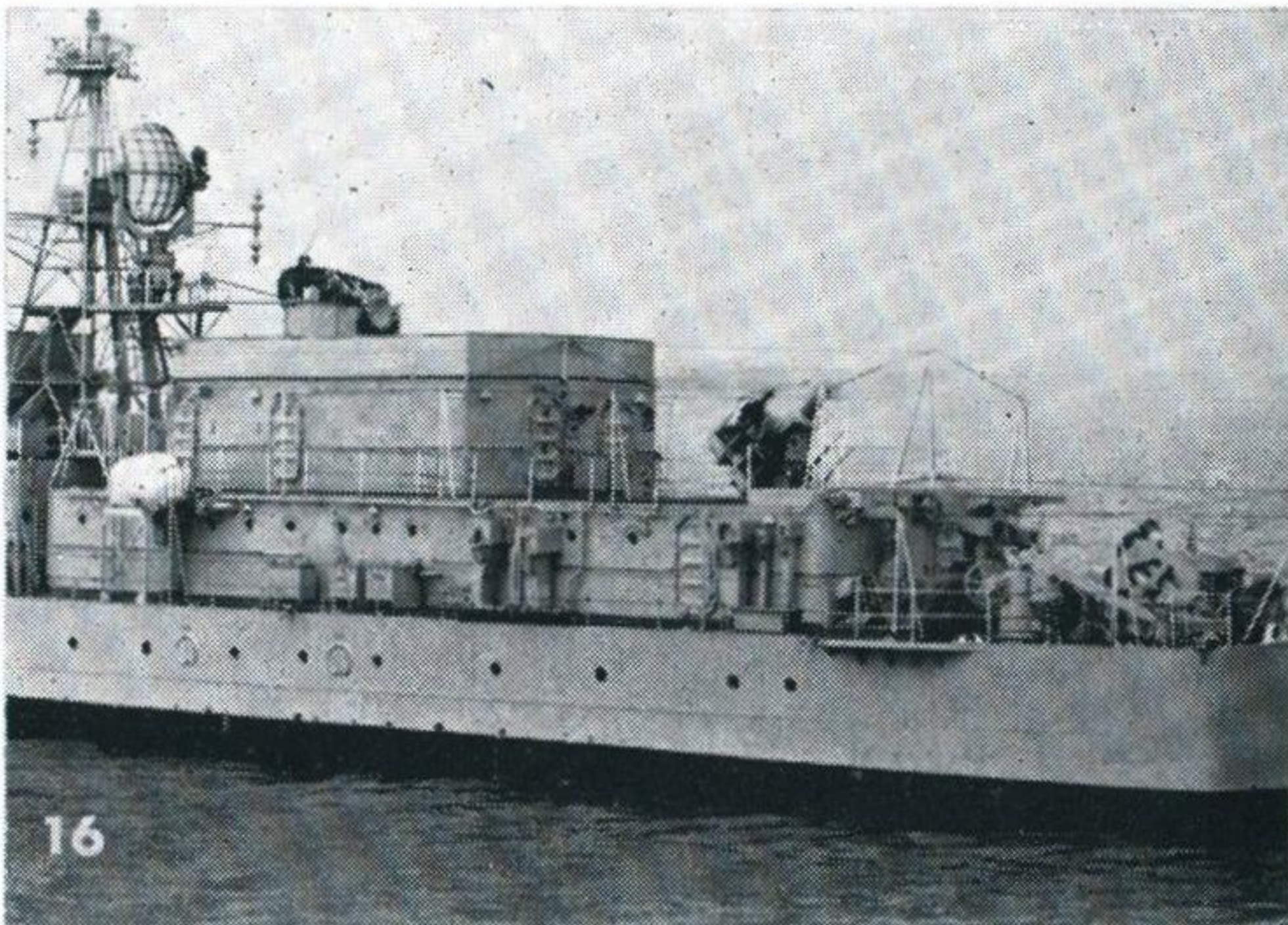
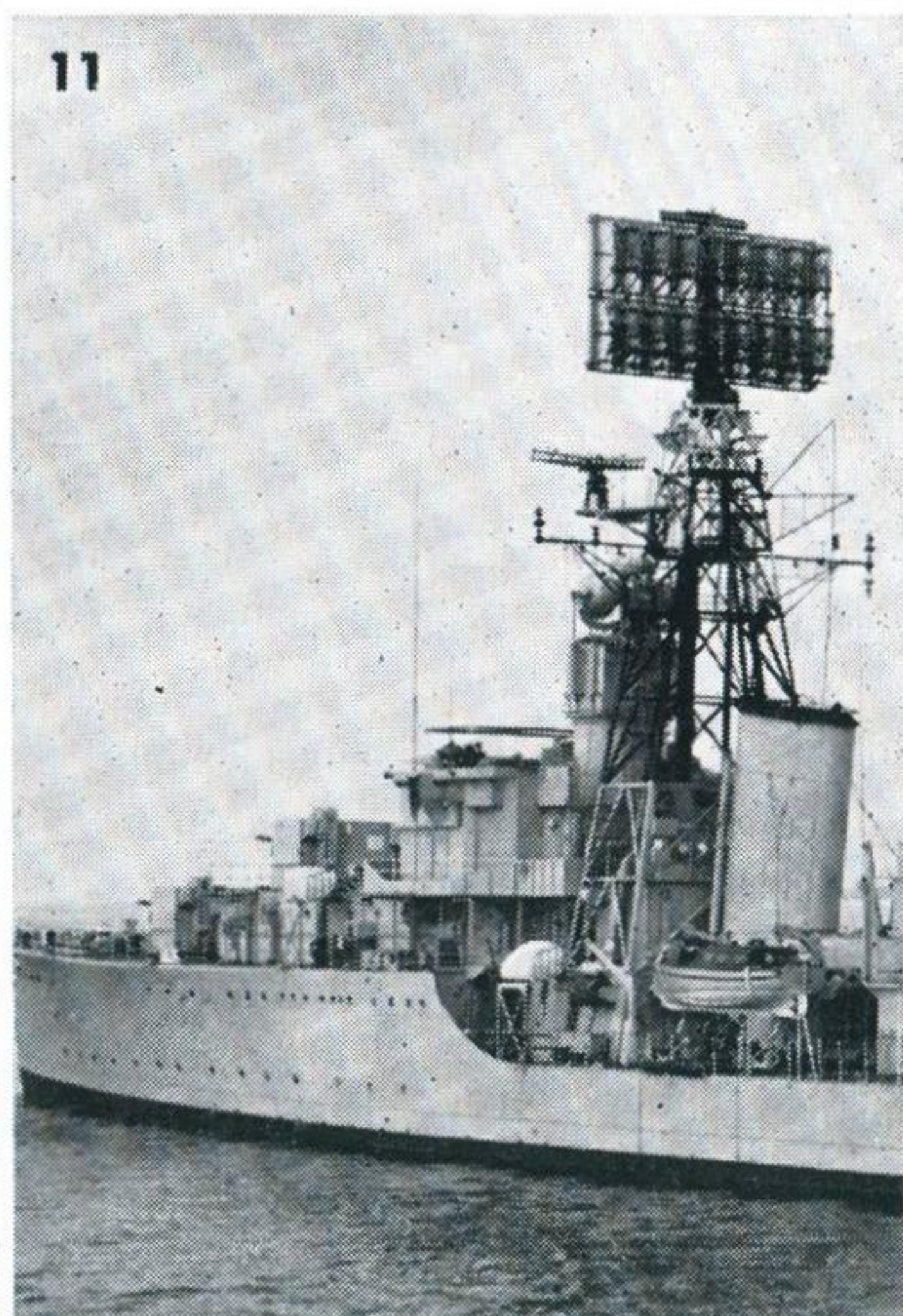
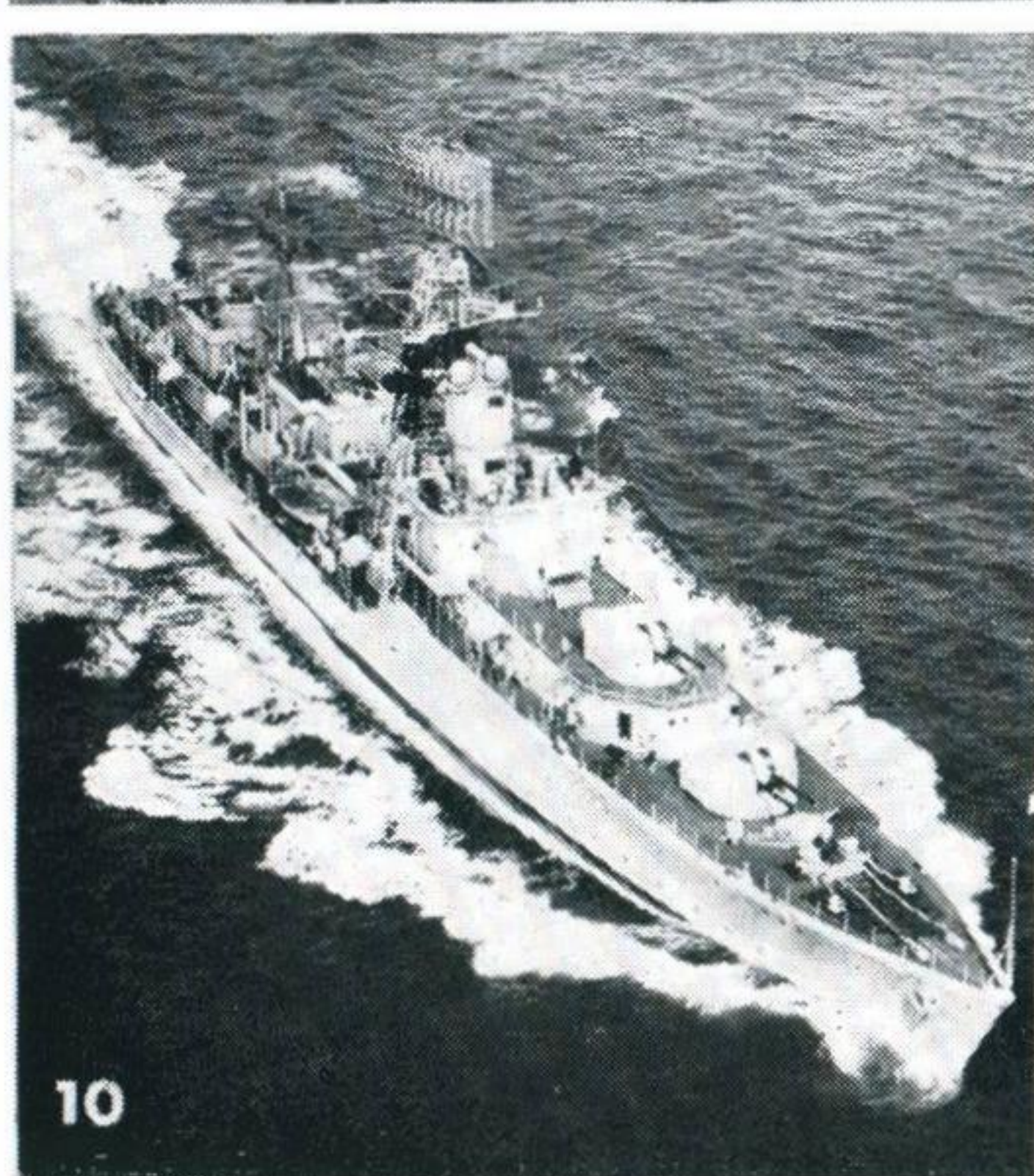
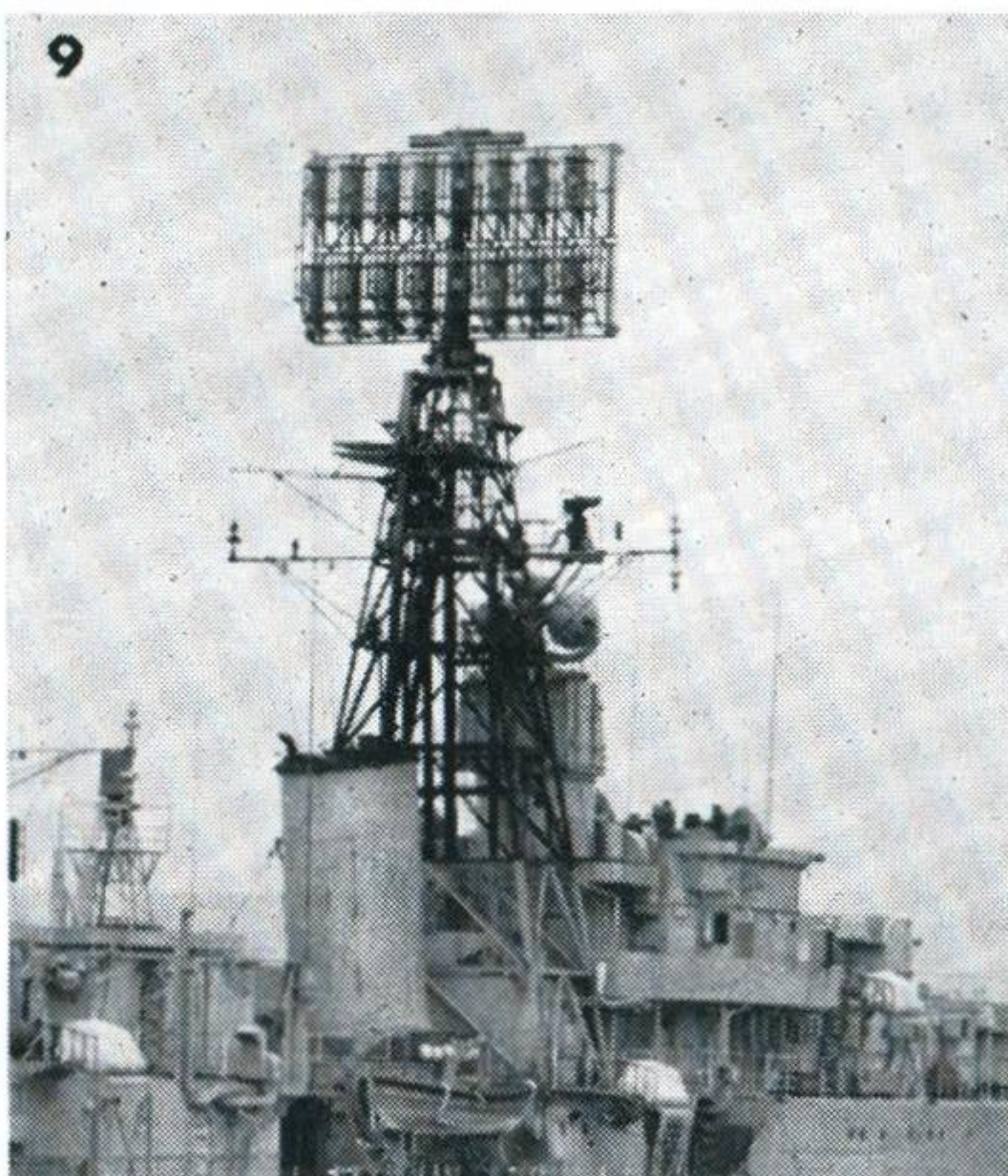
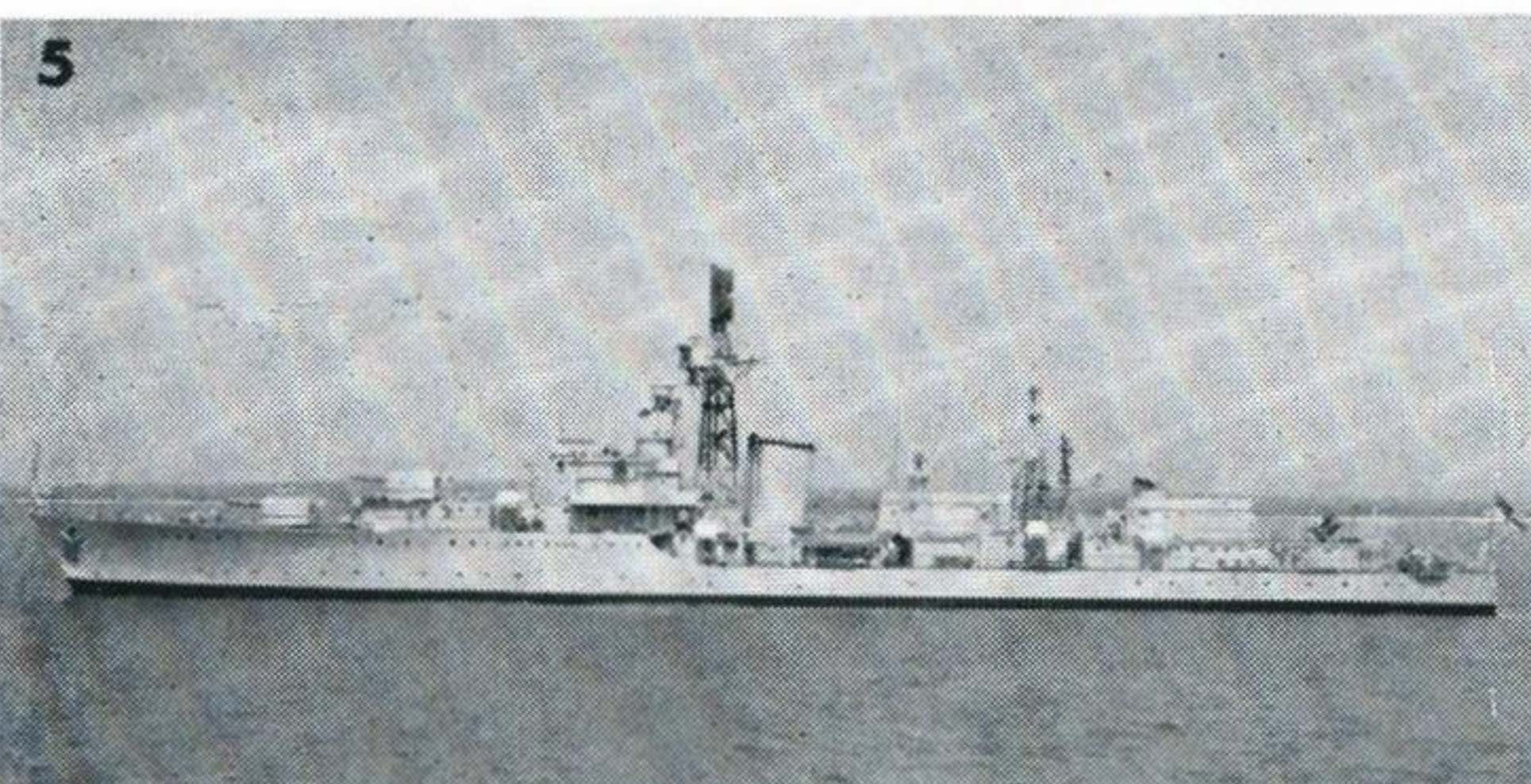
BATTLE CLASS FLEET RADAR PICKETS



These converted destroyers, officially termed Battle Class AD Conversions (Aircraft Direction Destroyers) are the survivors of a once numerous and handsome class. They comprise the Agincourt, Aisne, Barossa and Corunna, and there is one unconverted destroyer in reserve.

Of nearly 2,500 tons displacement, they have an overall length of 380 feet, carry 4 × 4.5-in. guns in twin turrets forward and have a Seacat guided missile launcher on the after-end of the superstructure. Their speed is over 30 knots. The chief recognition feature is the heavy lattice foremast which stretches from beam to beam carrying the immense "double-bedstead" aerial array.



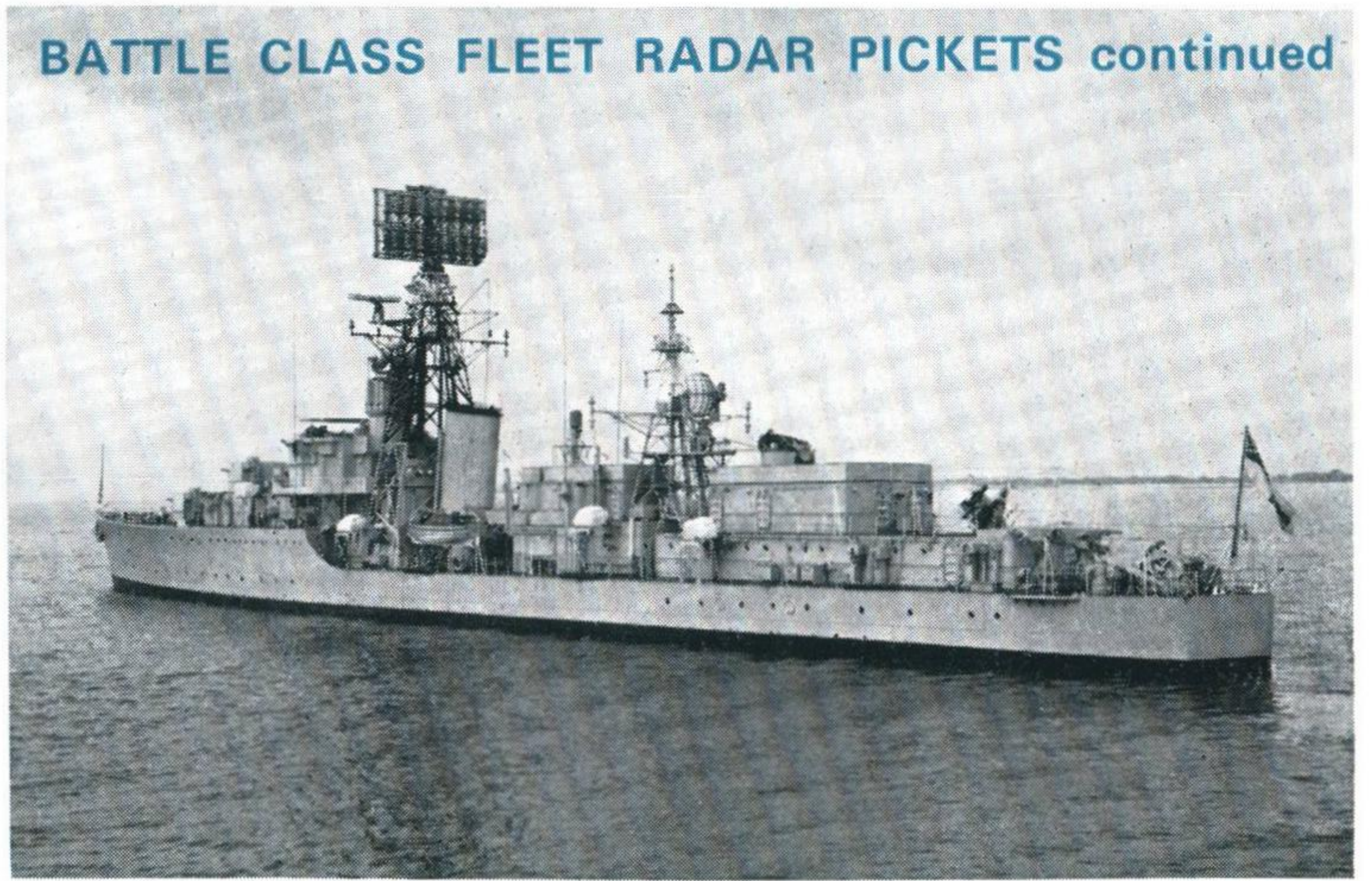


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18



BATTLE CLASS FLEET RADAR PICKETS continued



19



23



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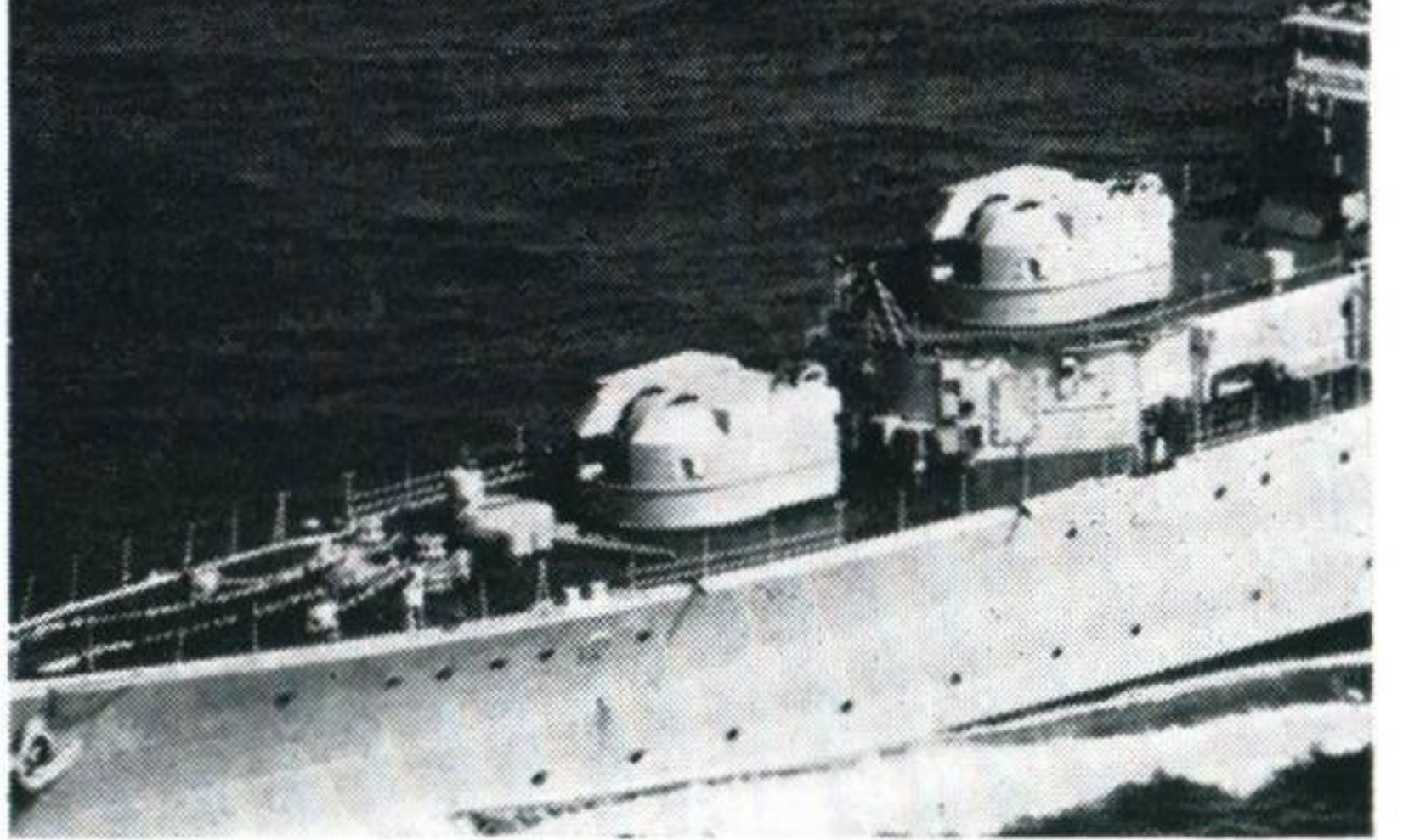
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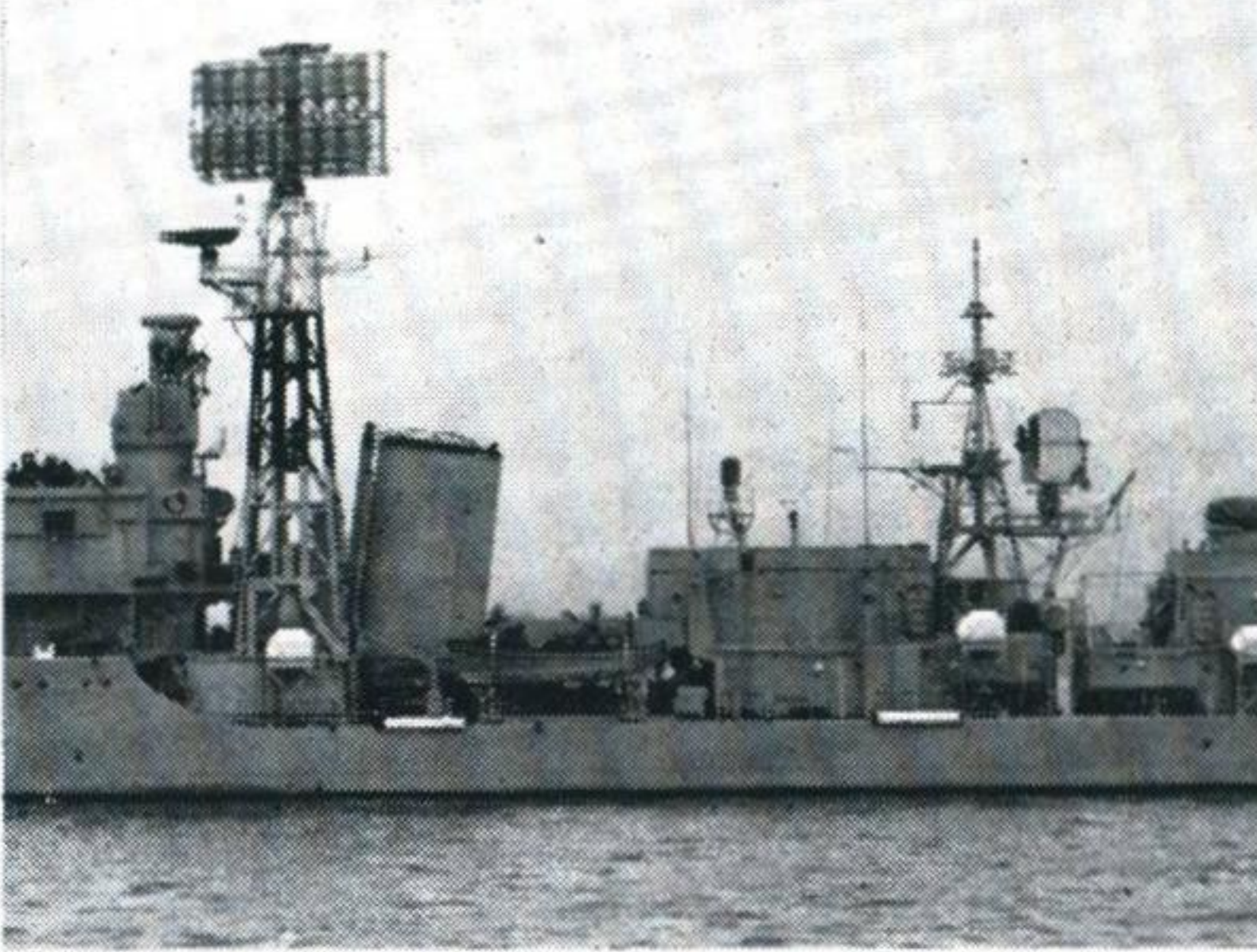
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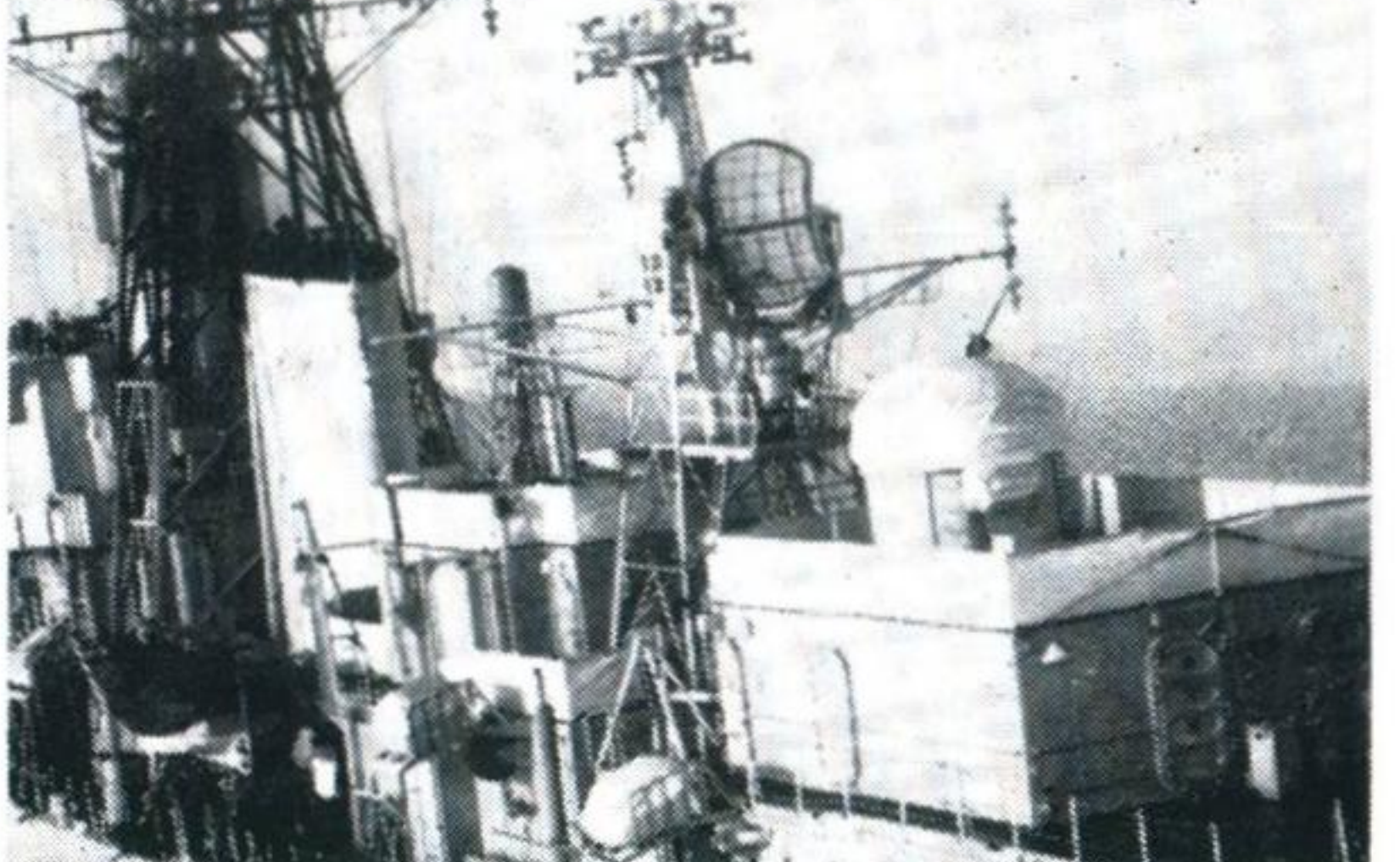
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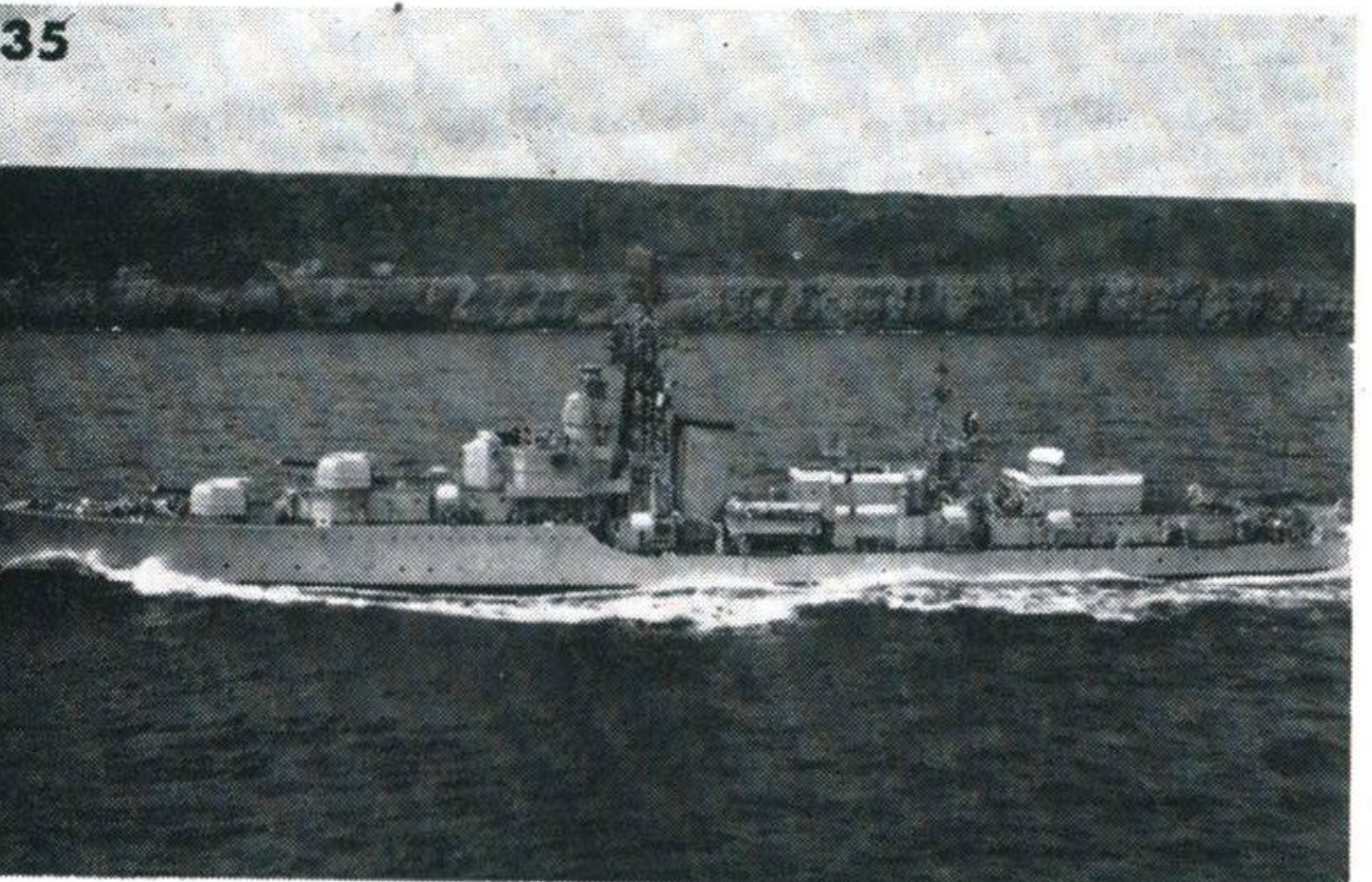
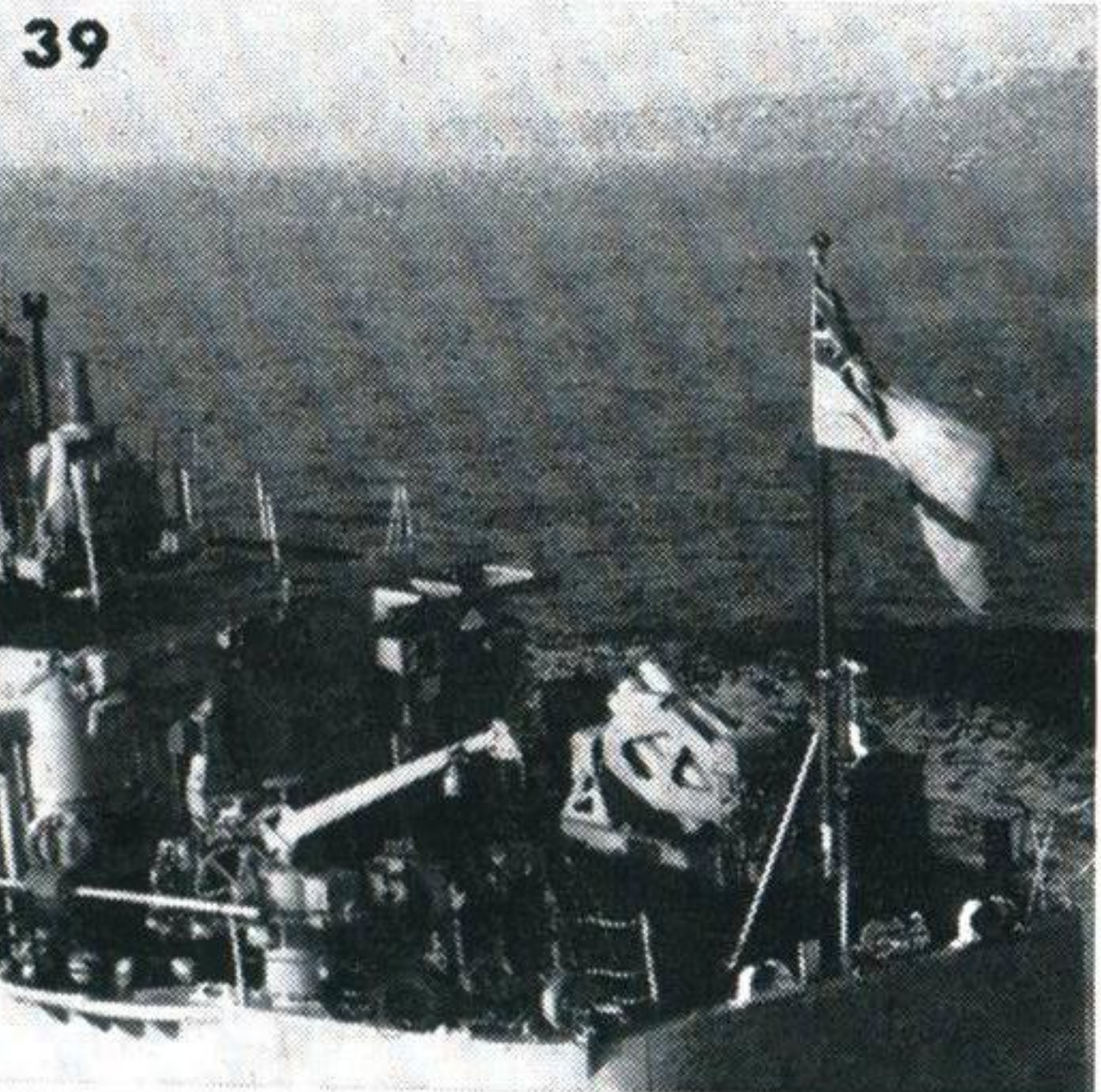
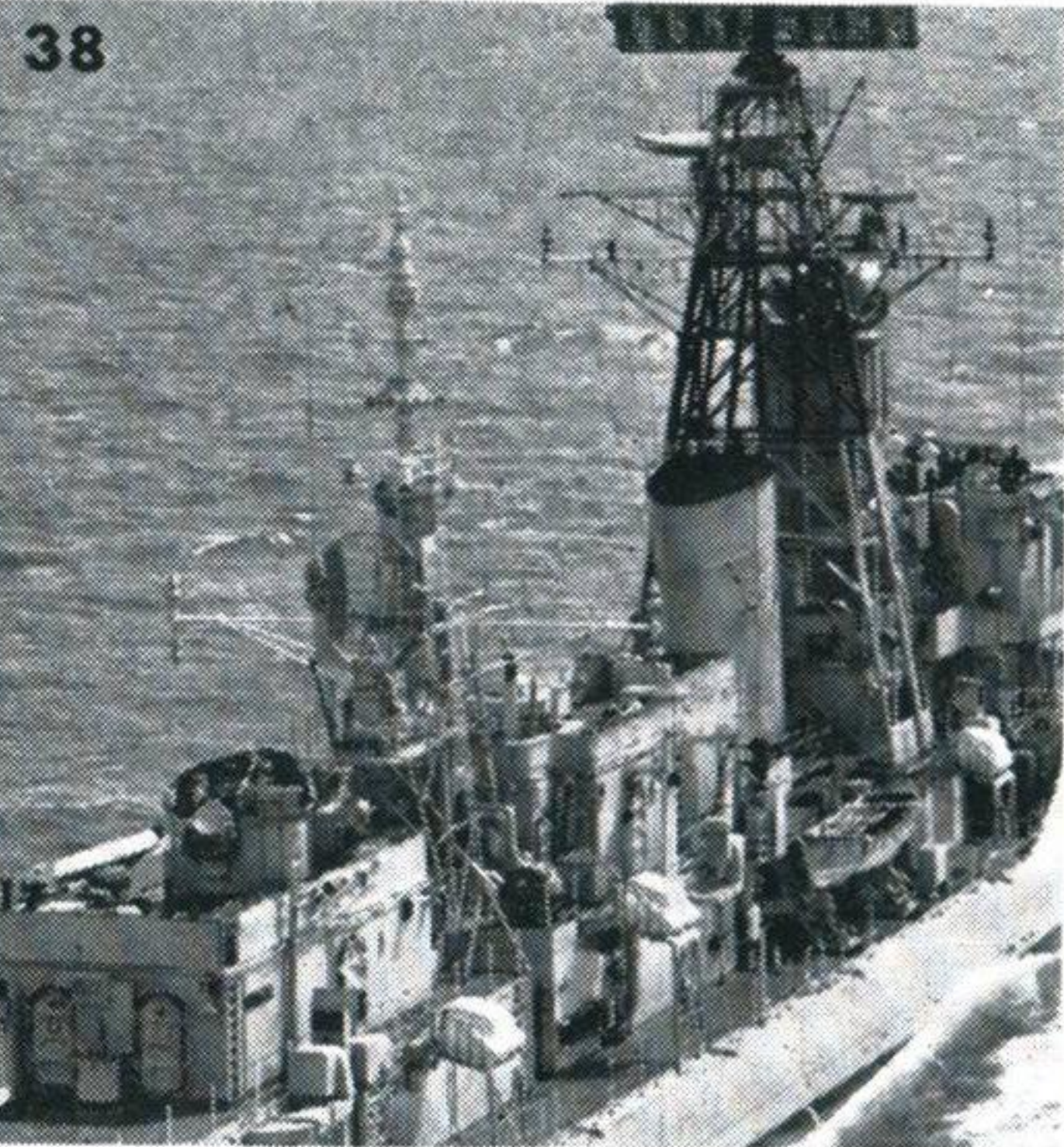
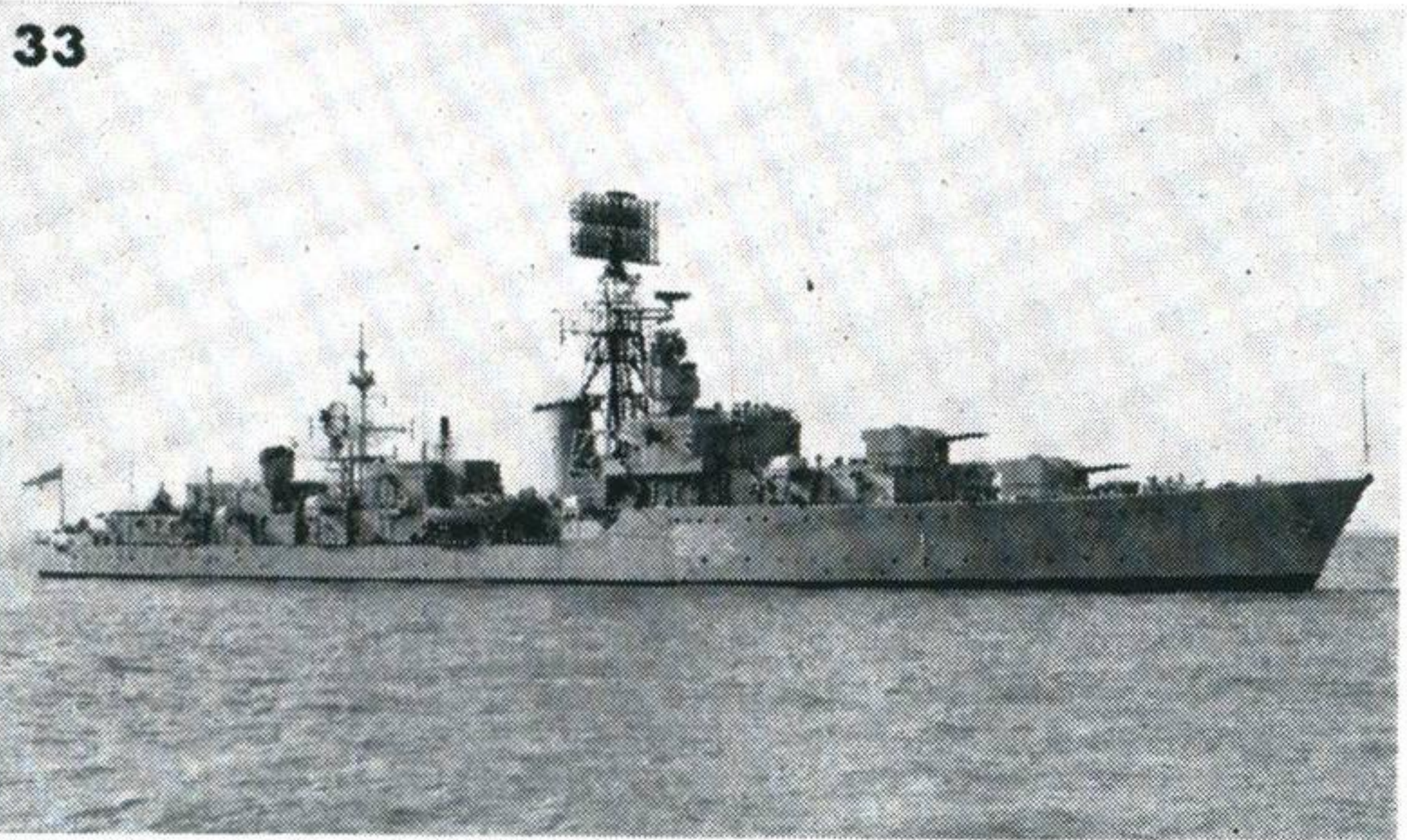


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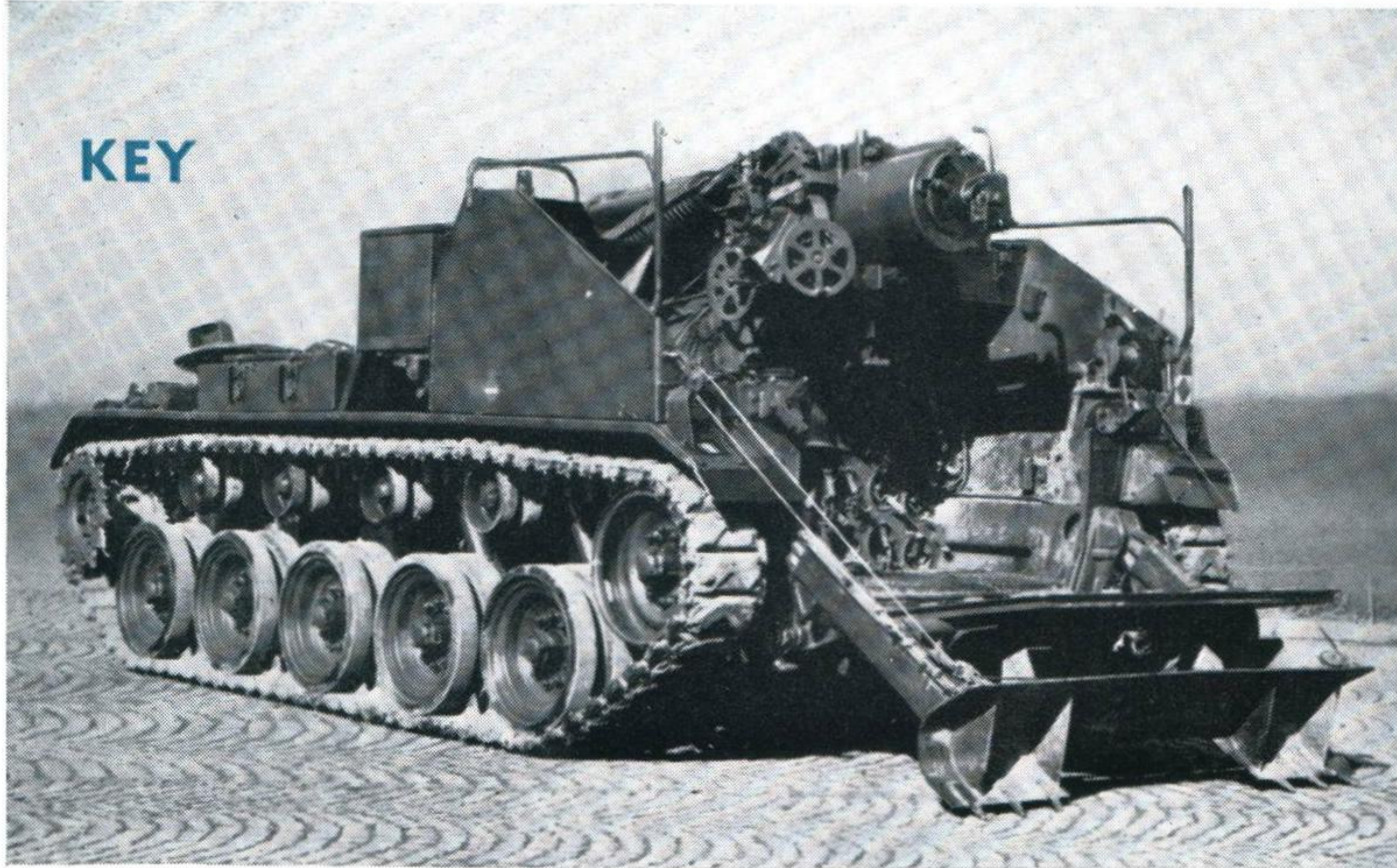


FRENCH ARMOUR

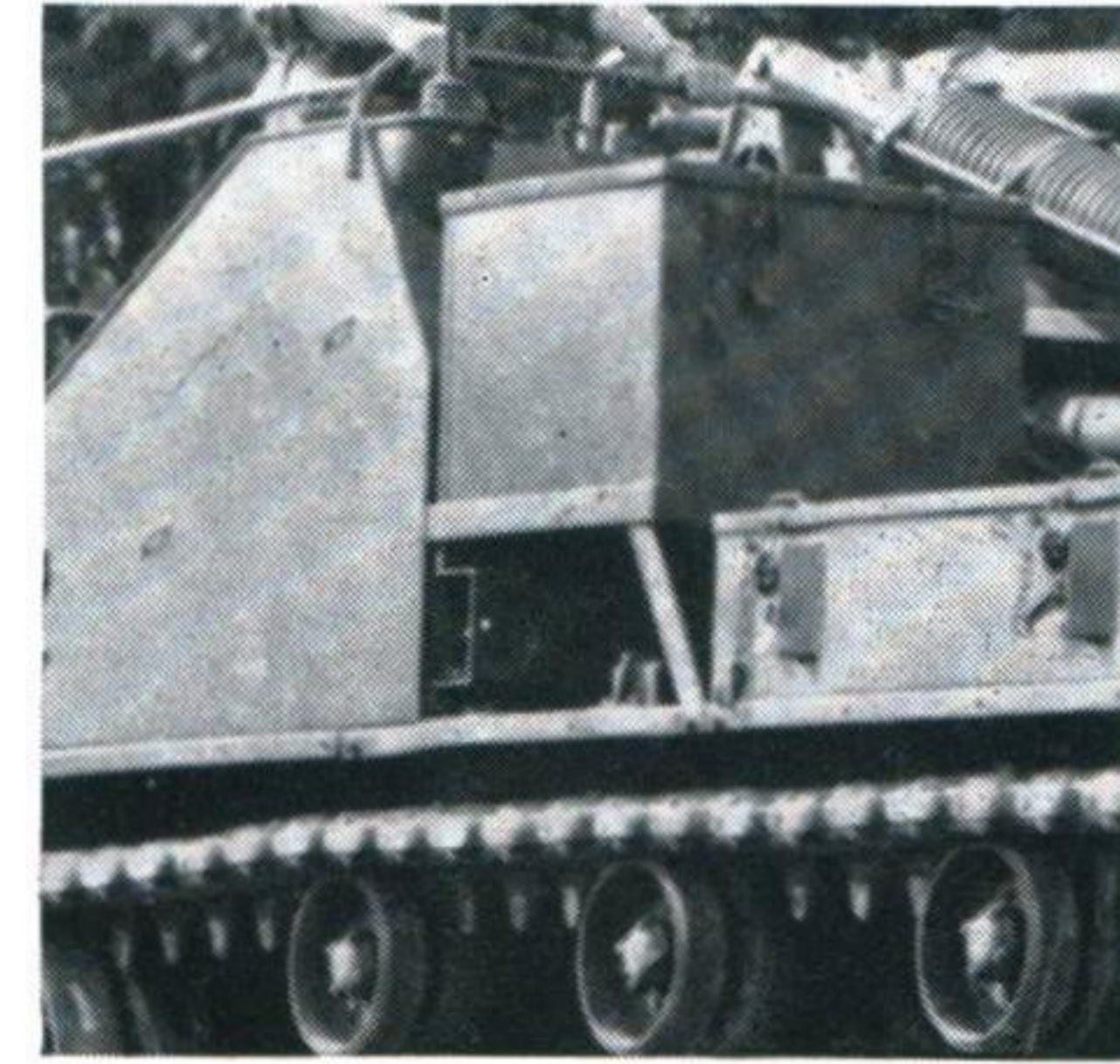
M41 self propelled gun



The U.S. M41 155-mm. self-propelled howitzer is one of a series of vehicles developed after the Second World War on the basis of the M24 light tank chassis. It saw service with the U.S. Army in Korea but it has since been superseded by more modern 155-mm. self-propelled howitzers, such as the M44, which is based on the M41 light tank chassis and has been the subject of a lesson in the October 1958 issue of the *Journal*, and the more recent, amphibious M109. Nevertheless, some M41 howitzers remain in service, notably in France and it is in its French colours that this self-propelled howitzer appears in this lesson.



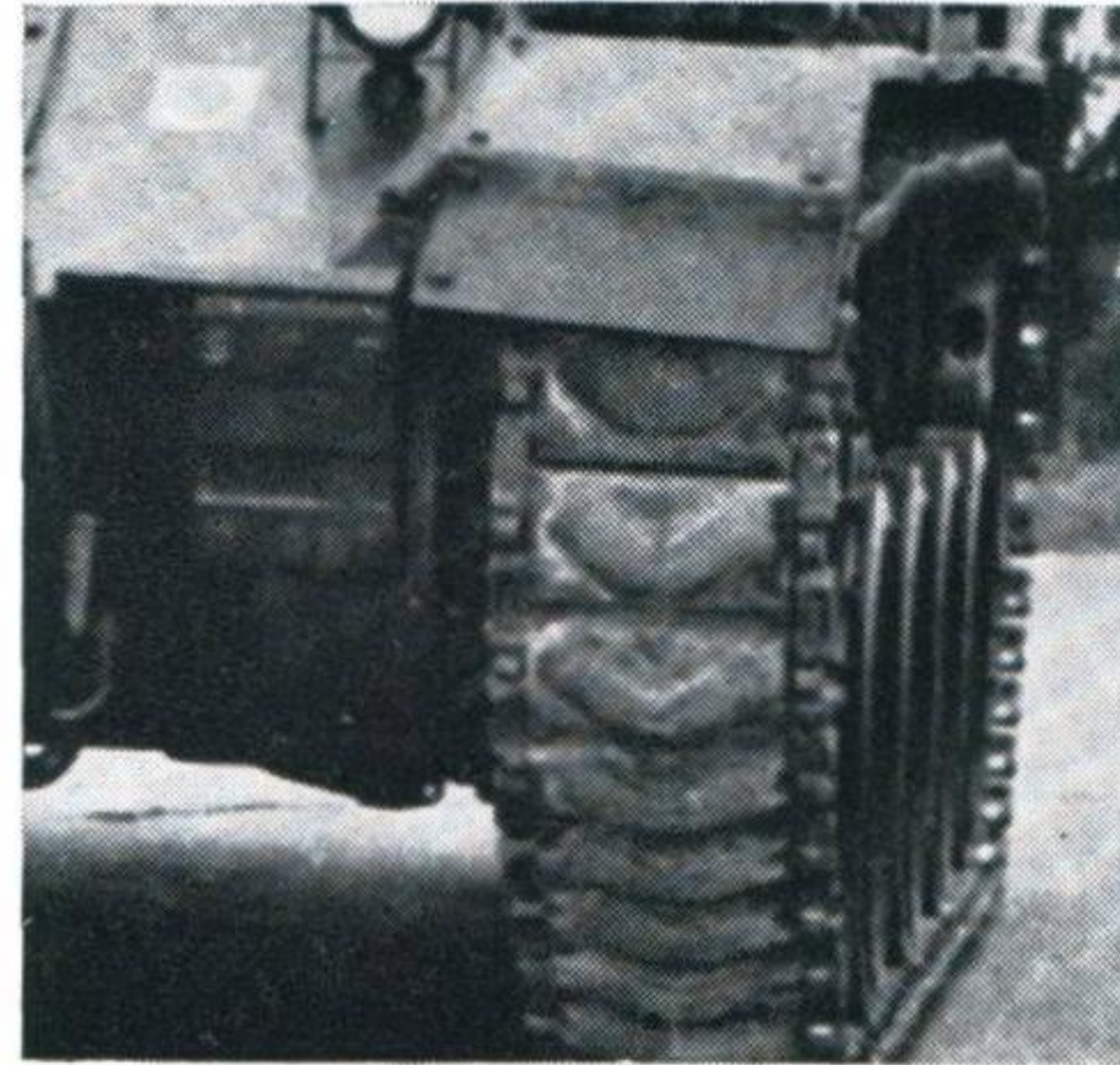
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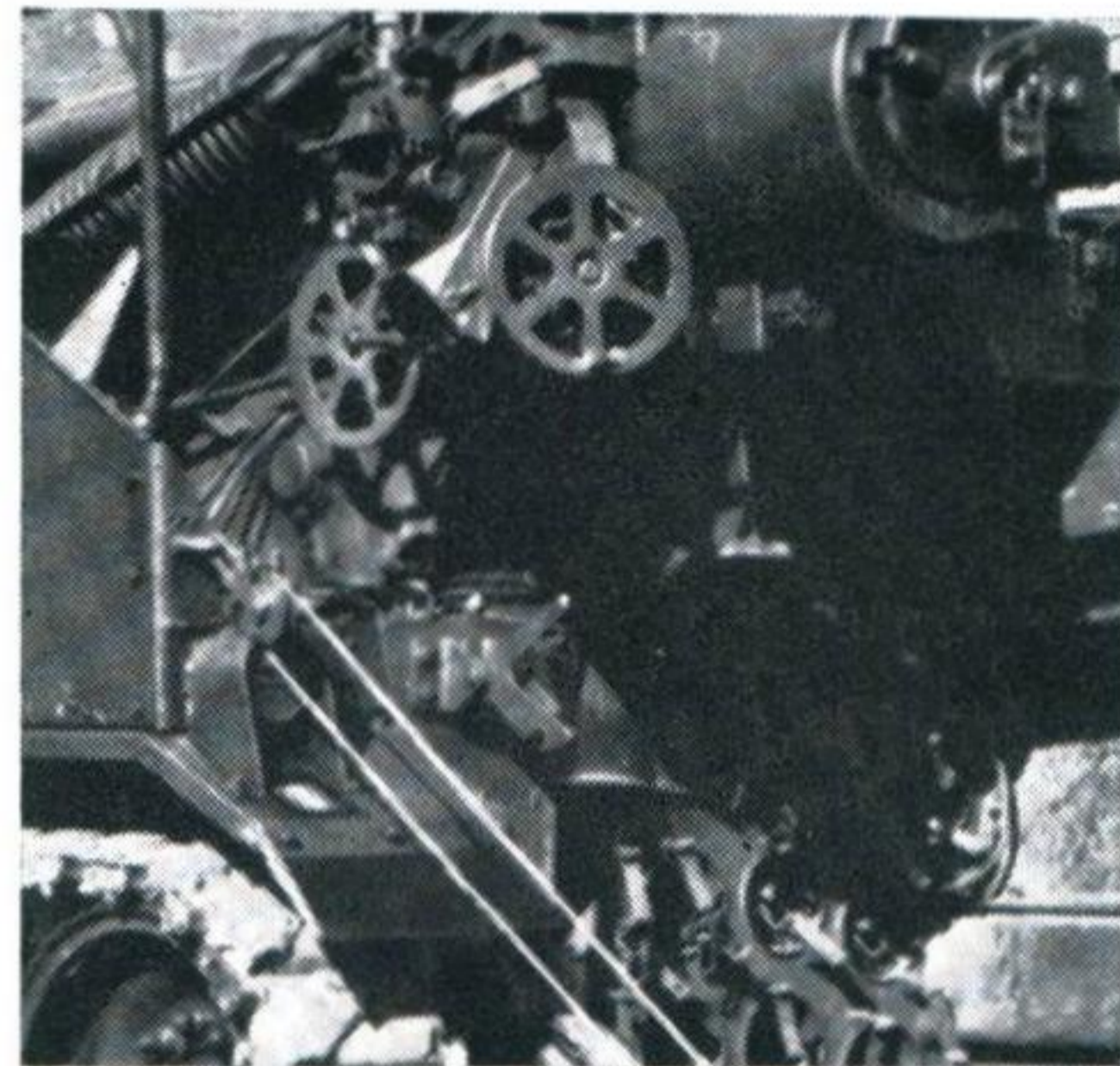
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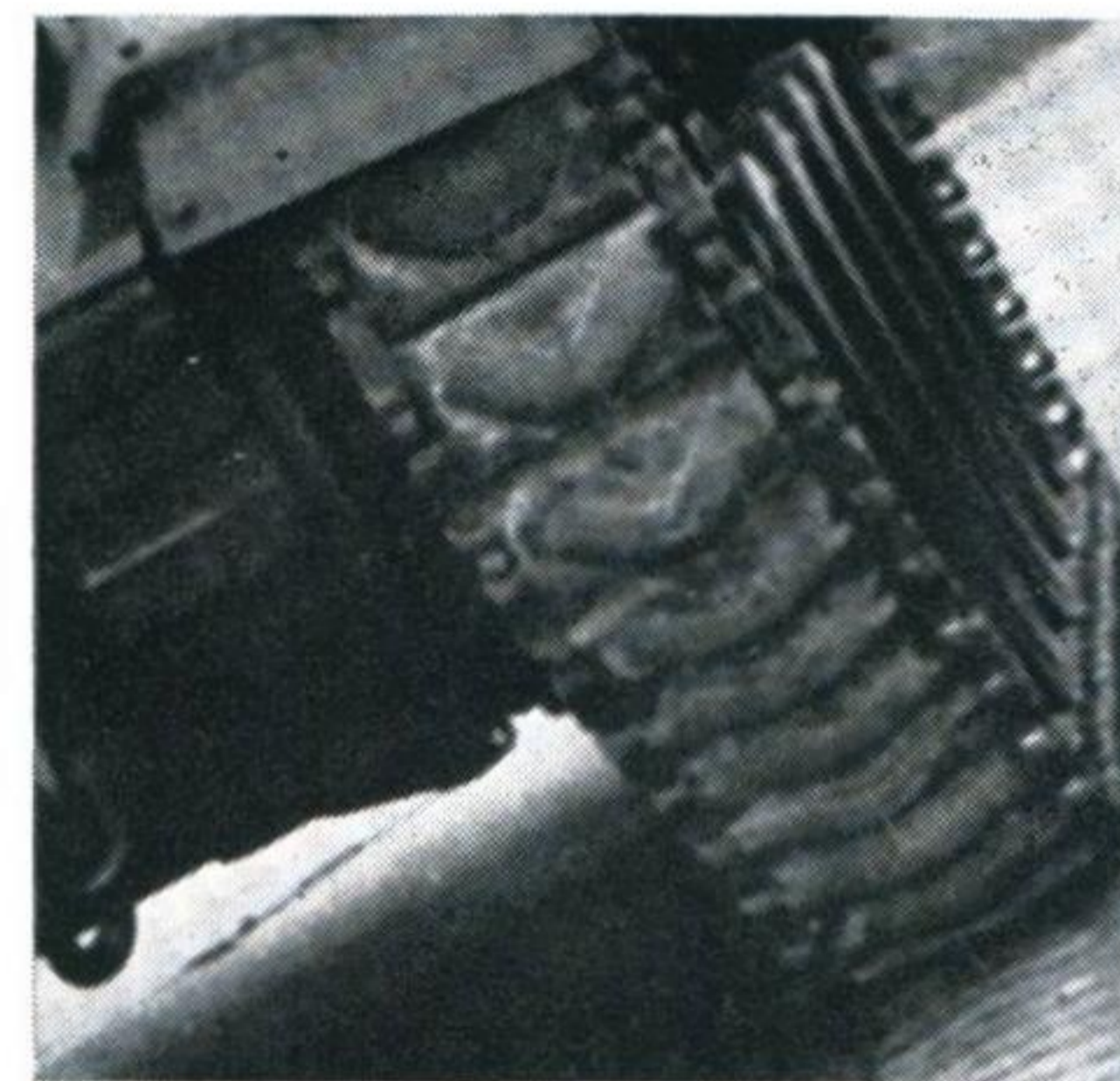
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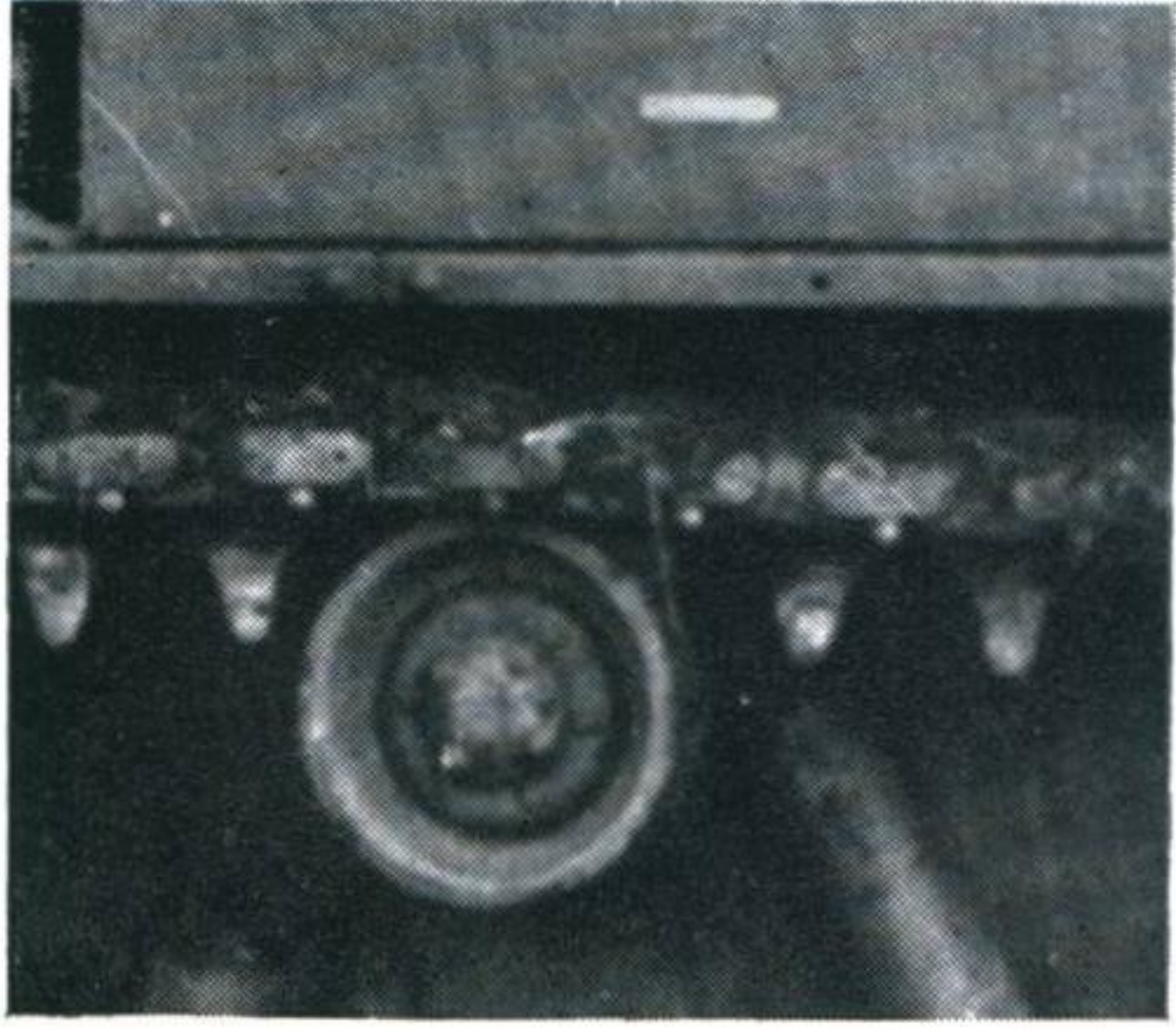
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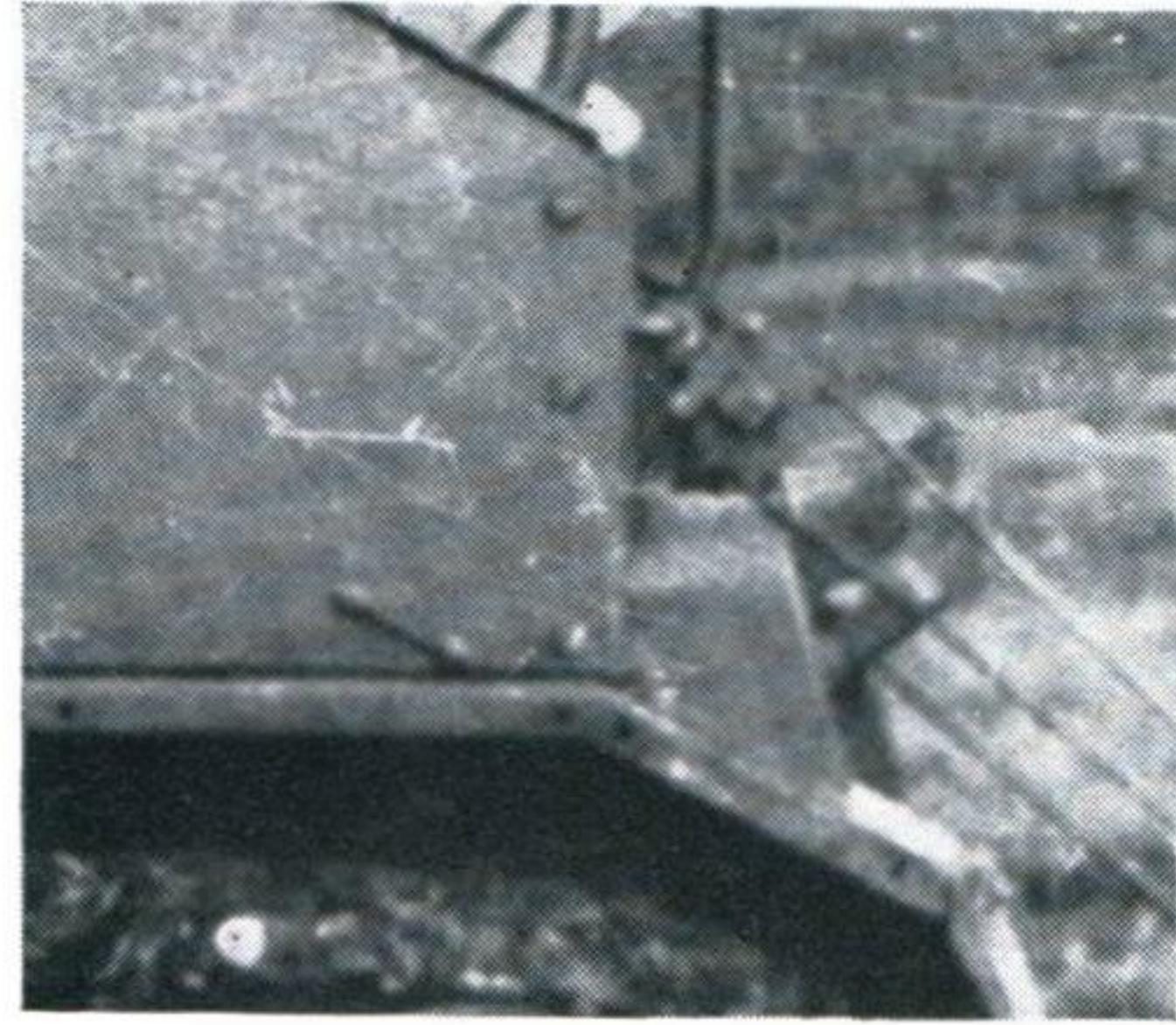
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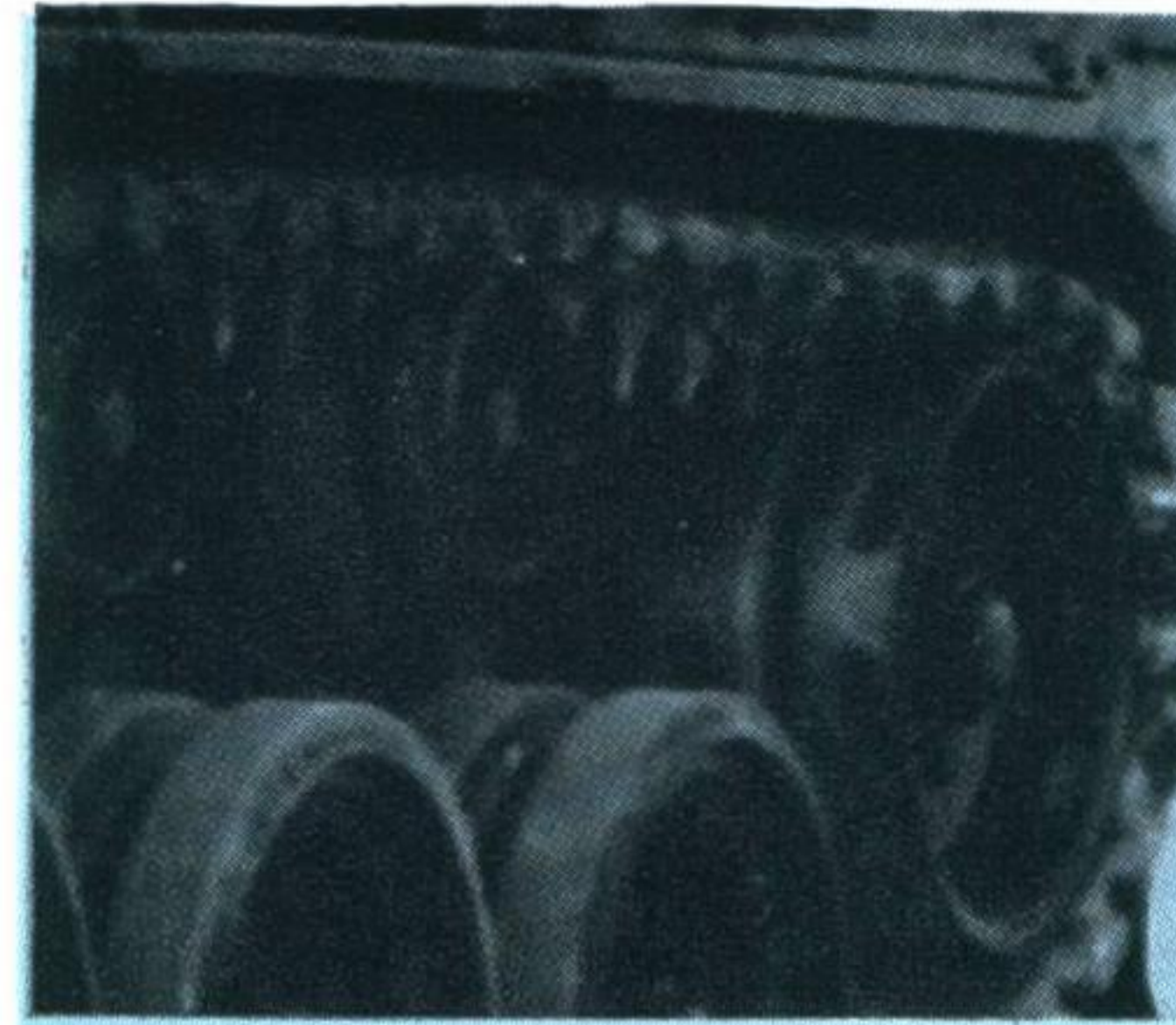
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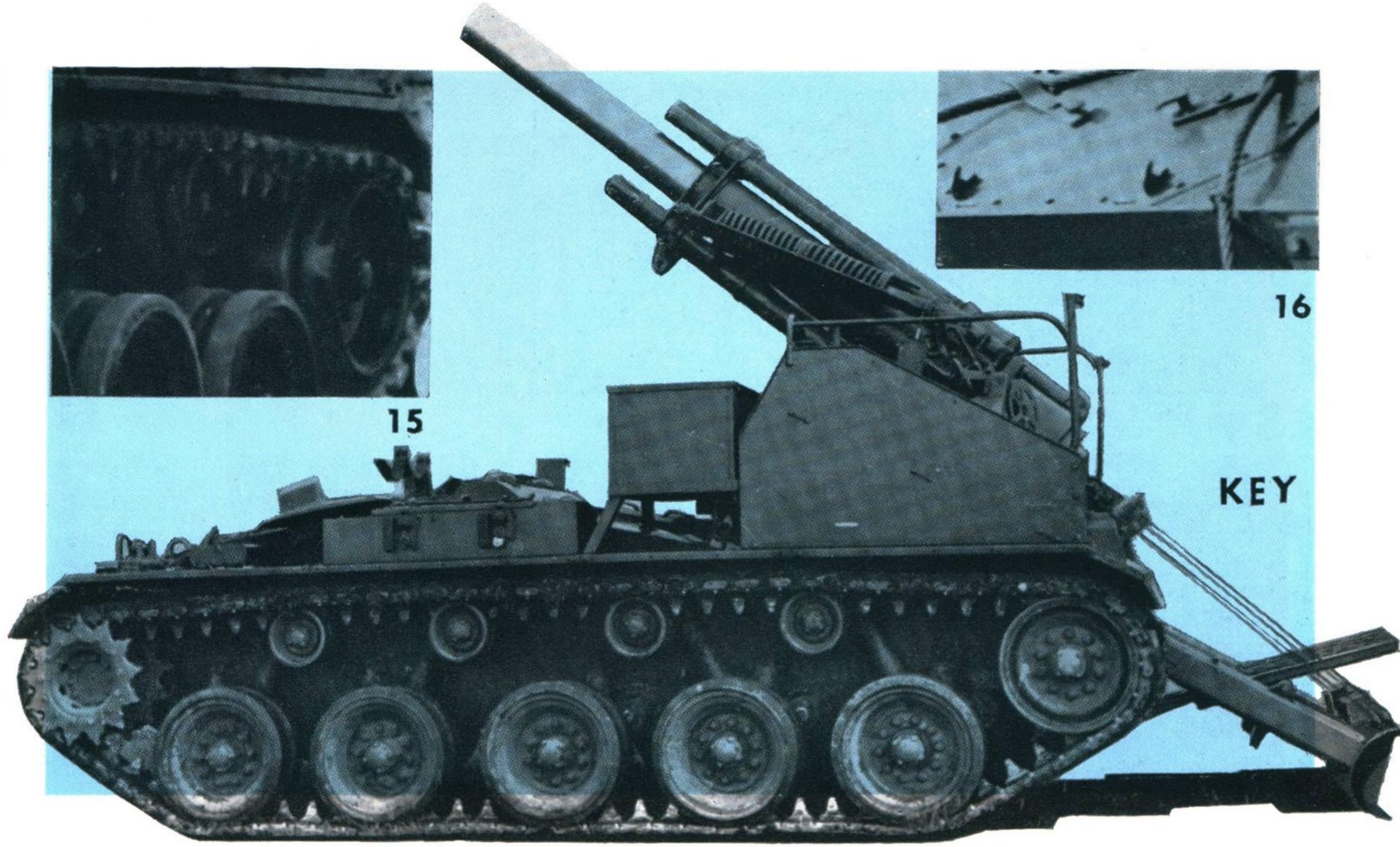
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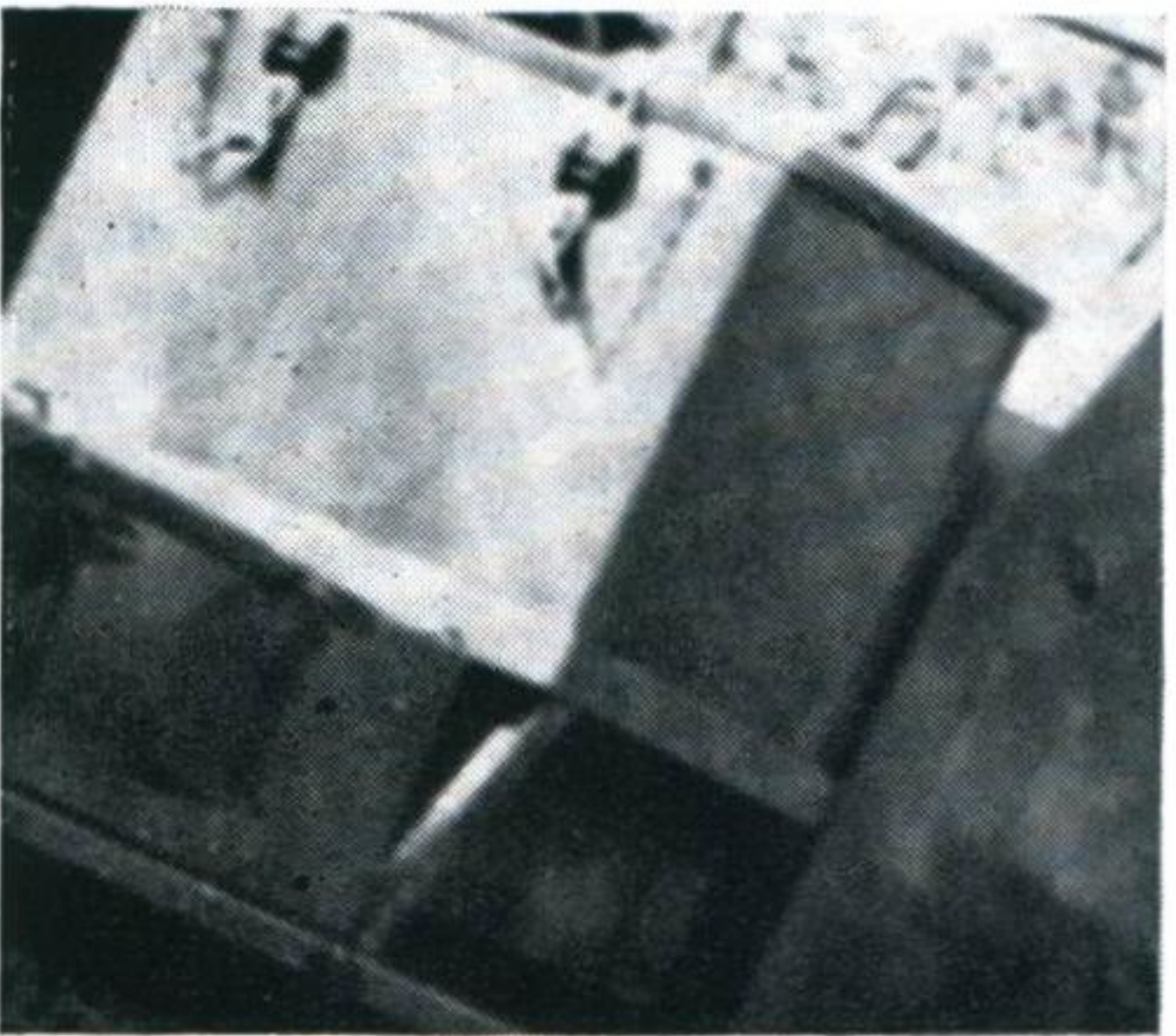


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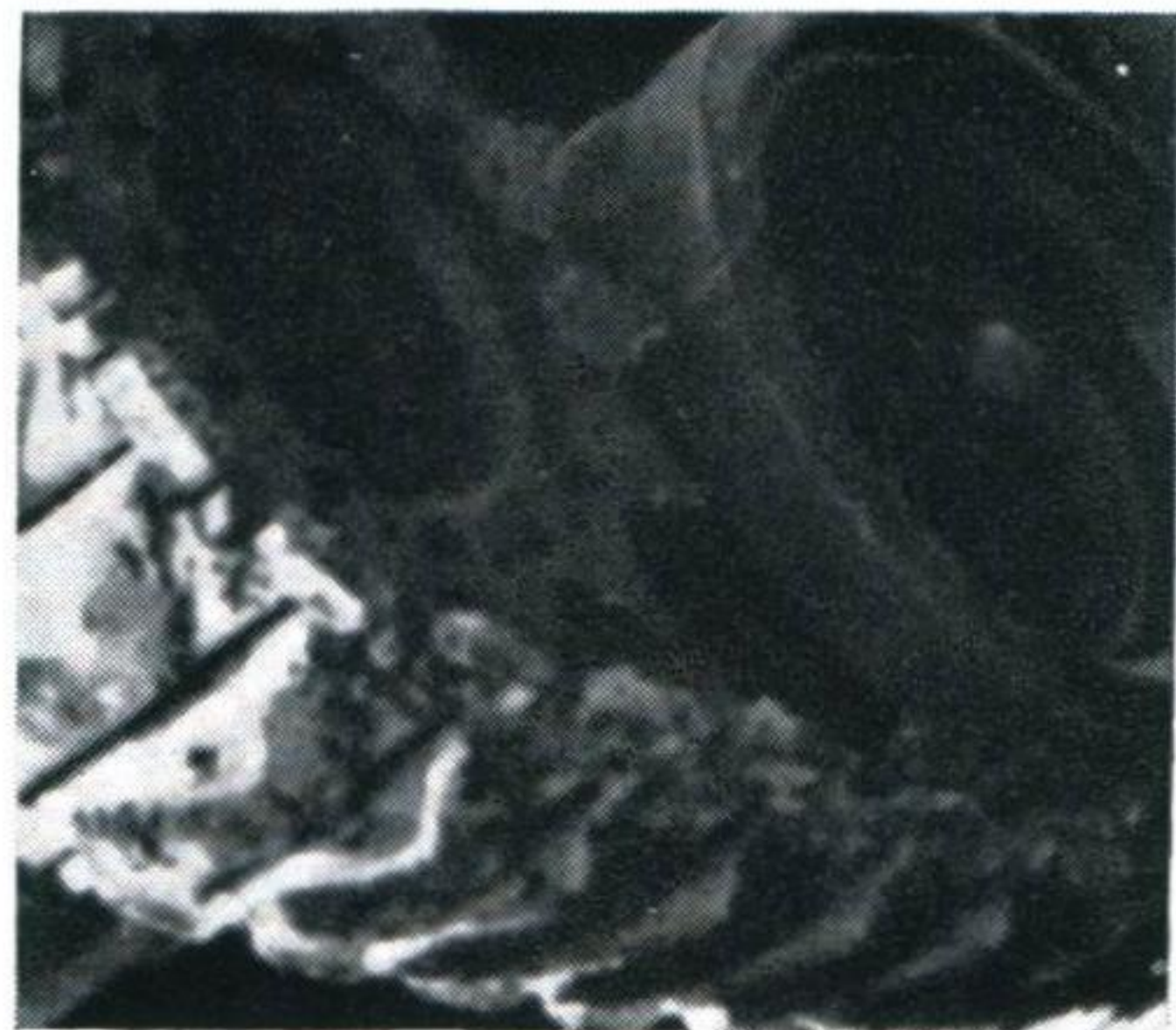


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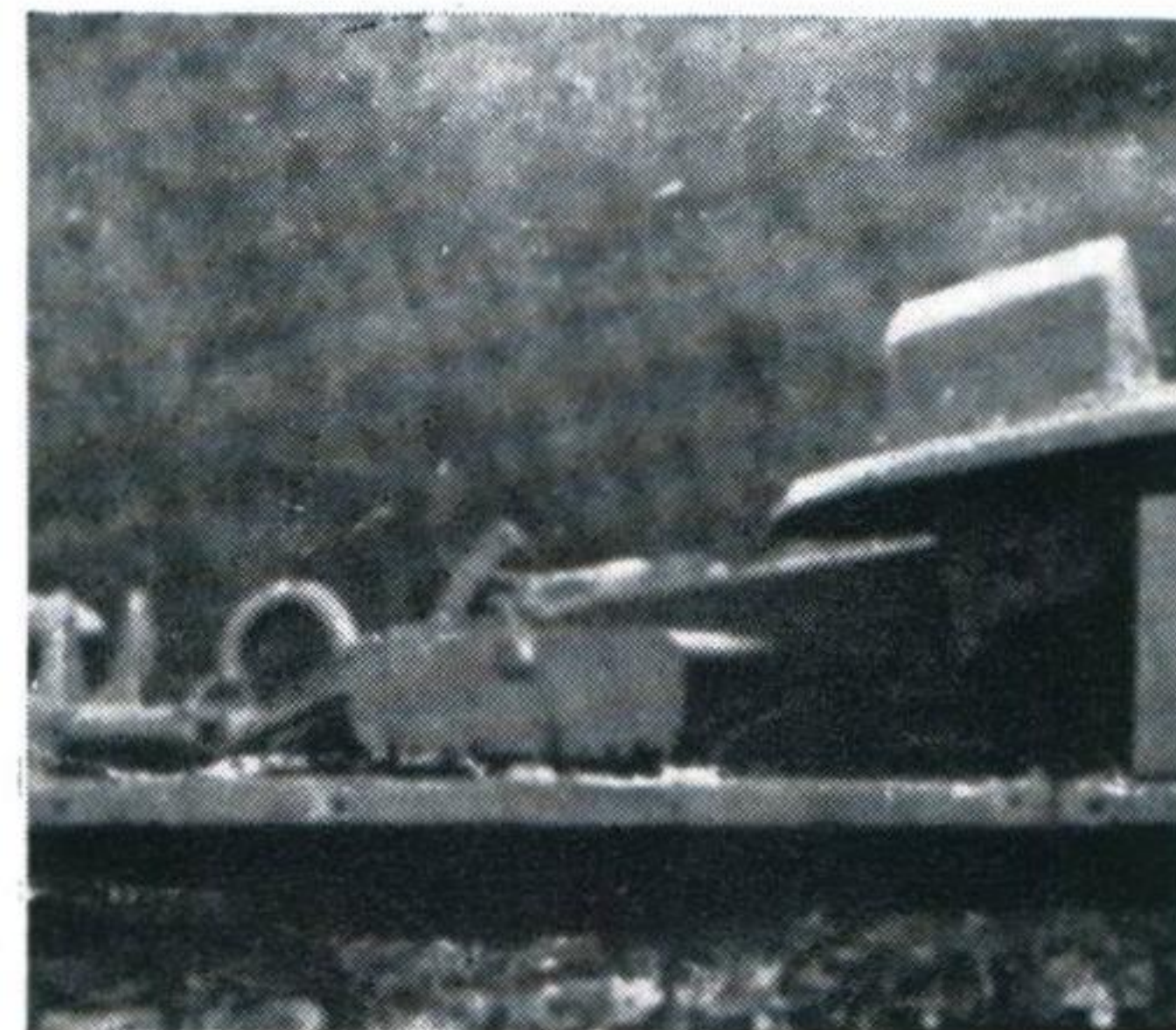
KEY



19



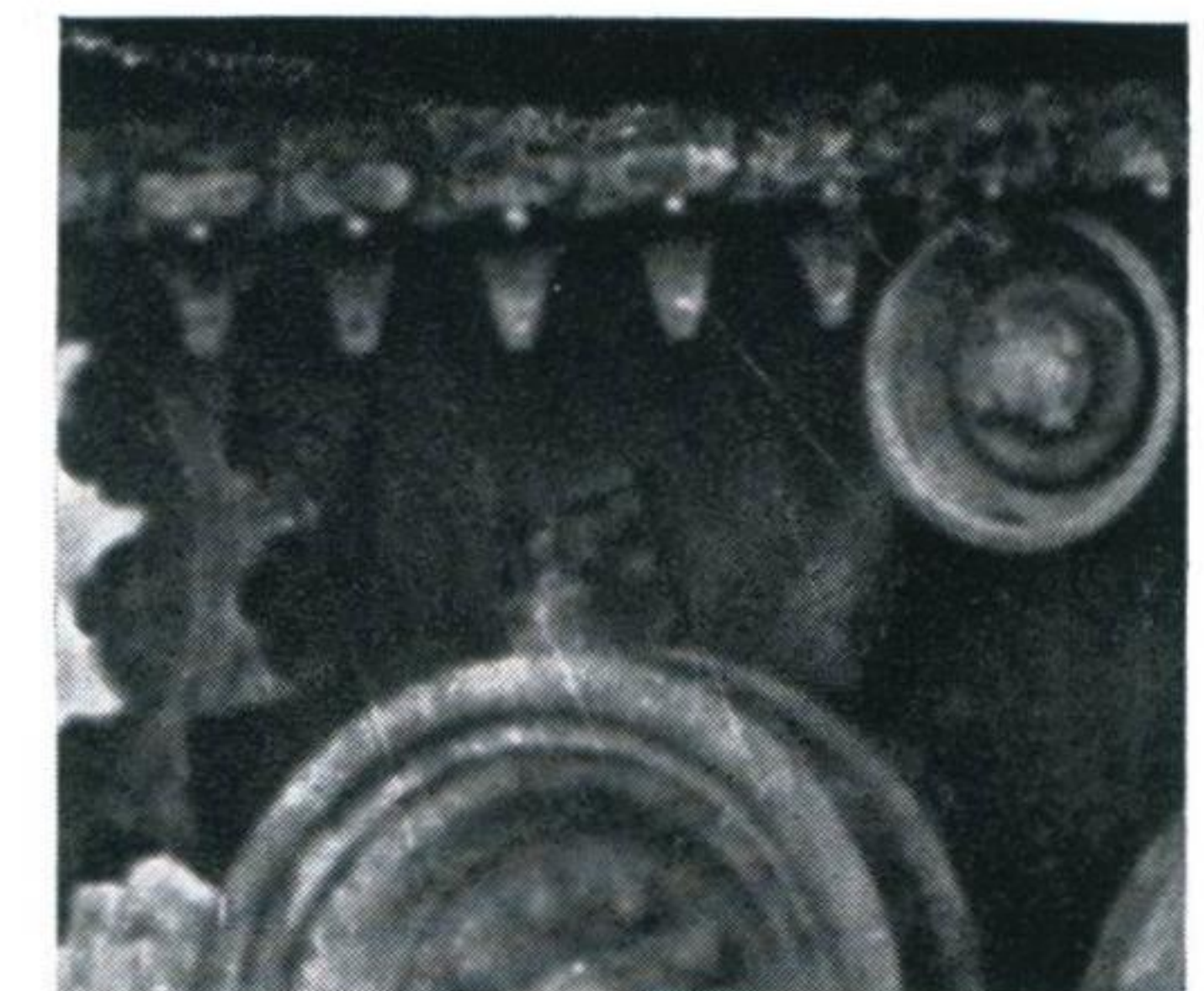
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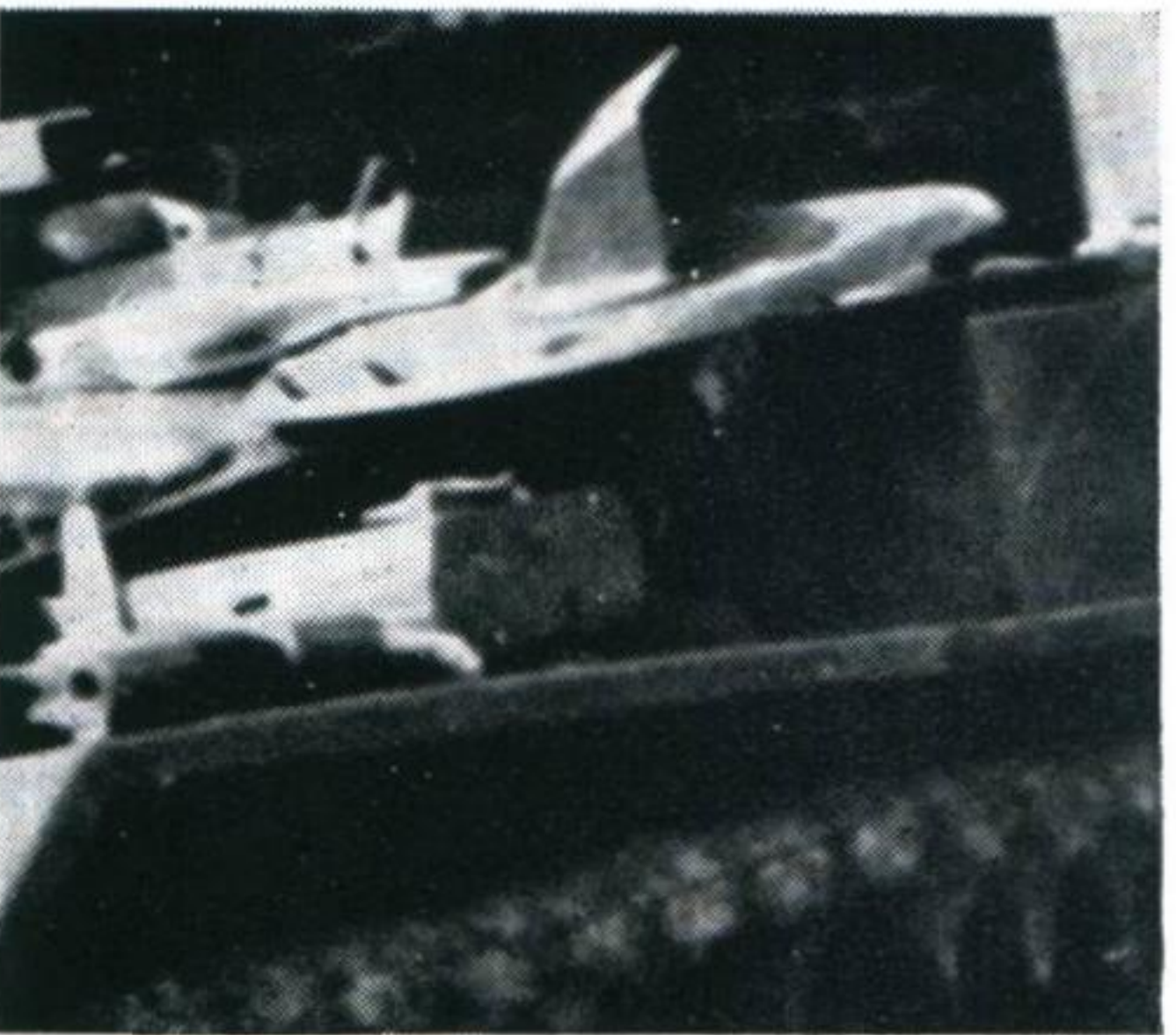
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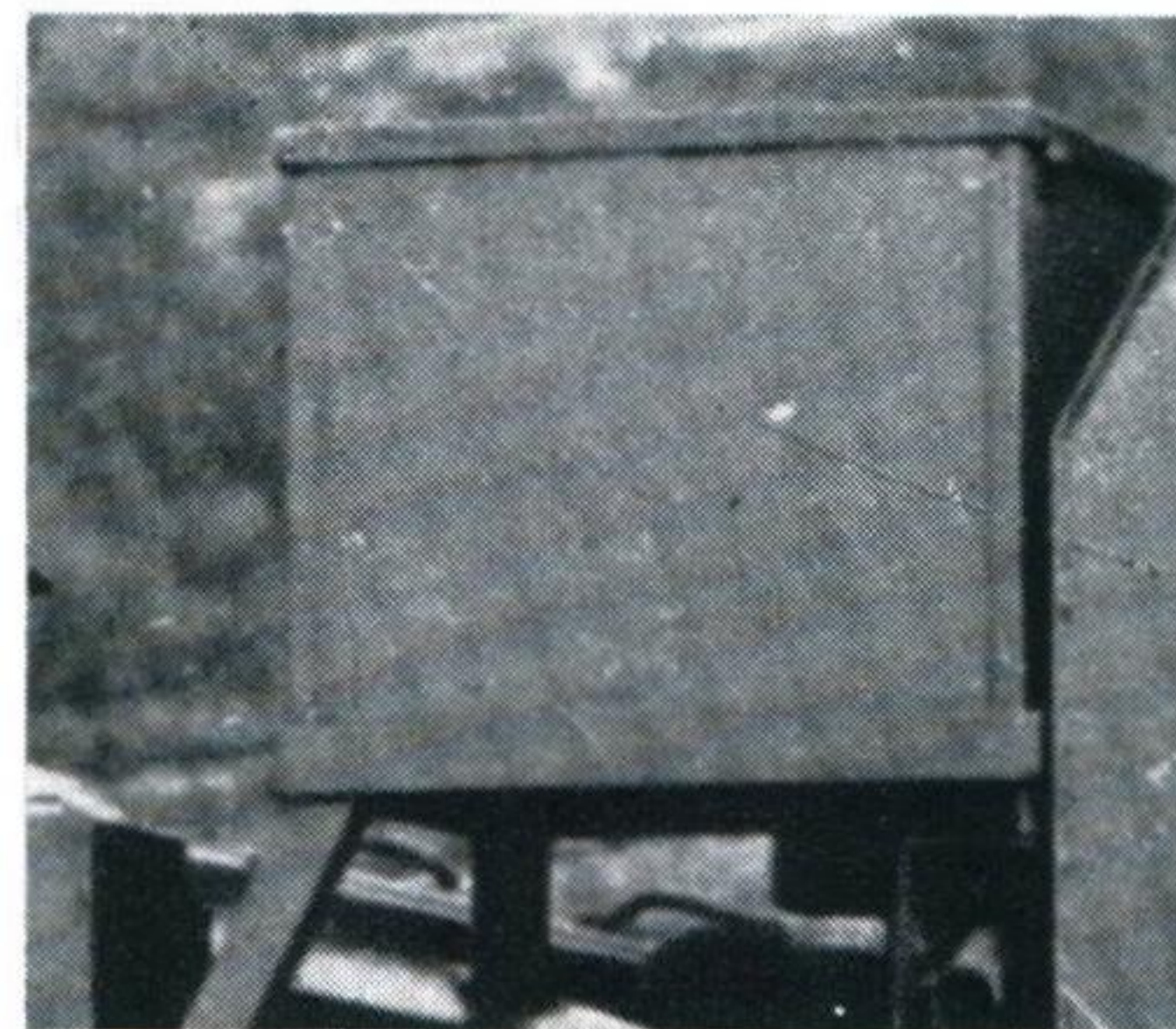
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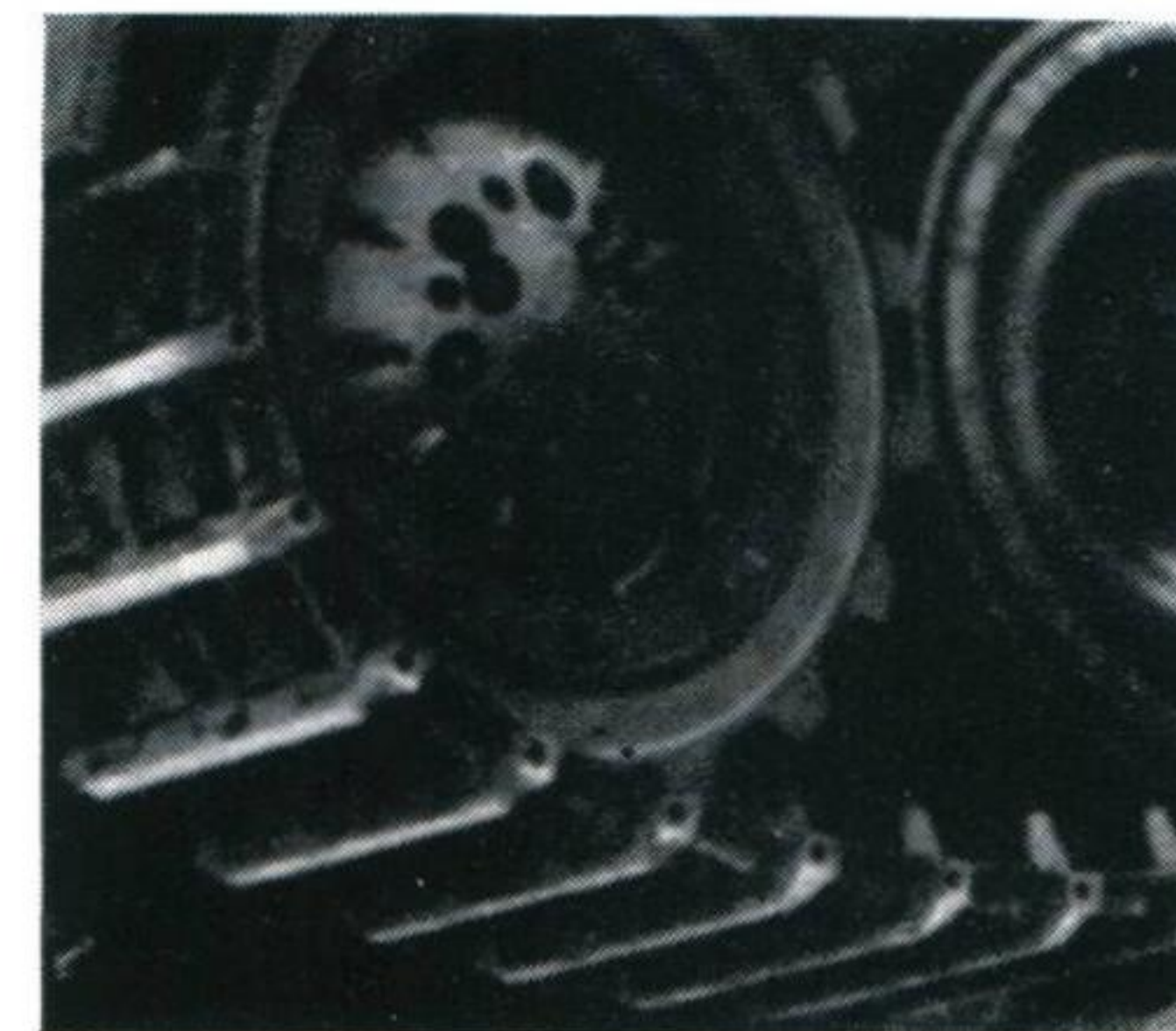
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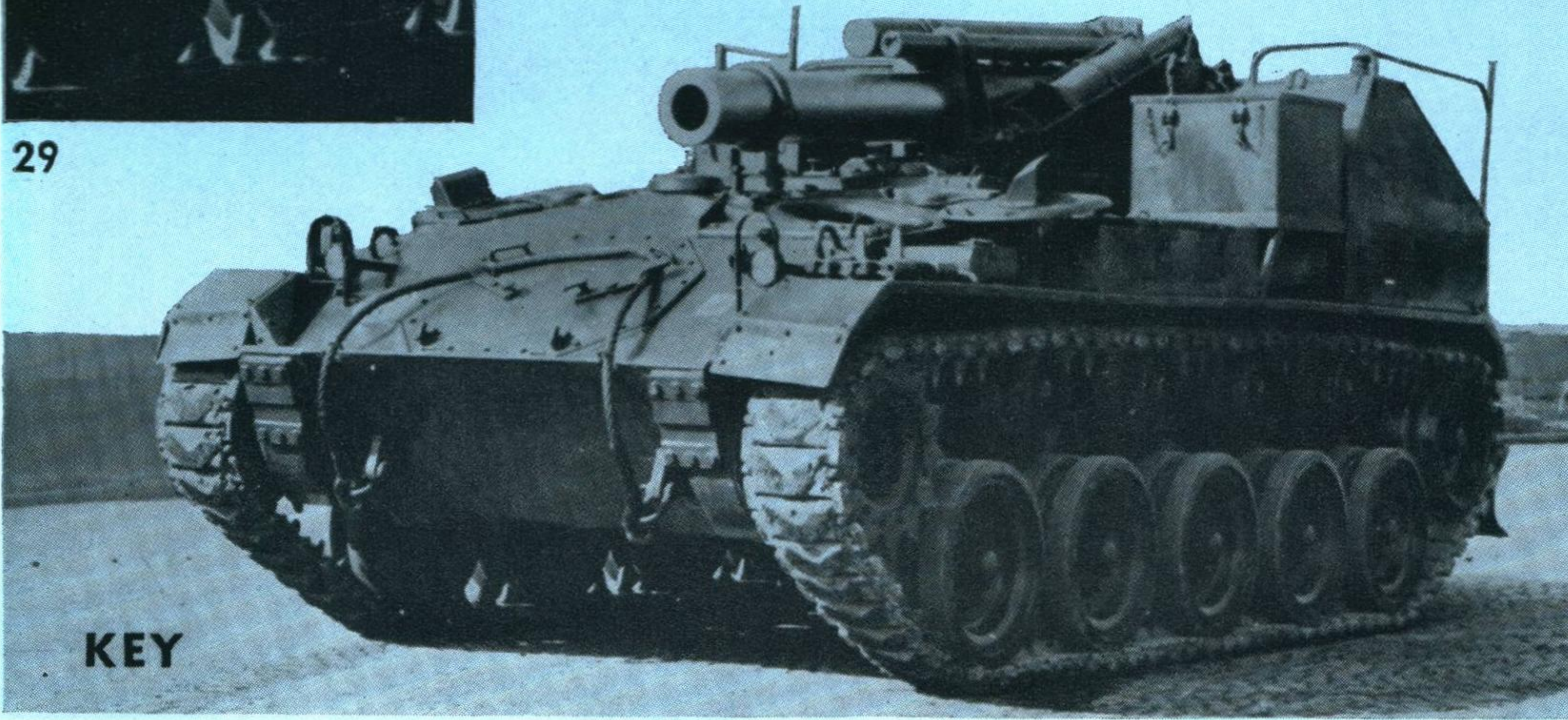


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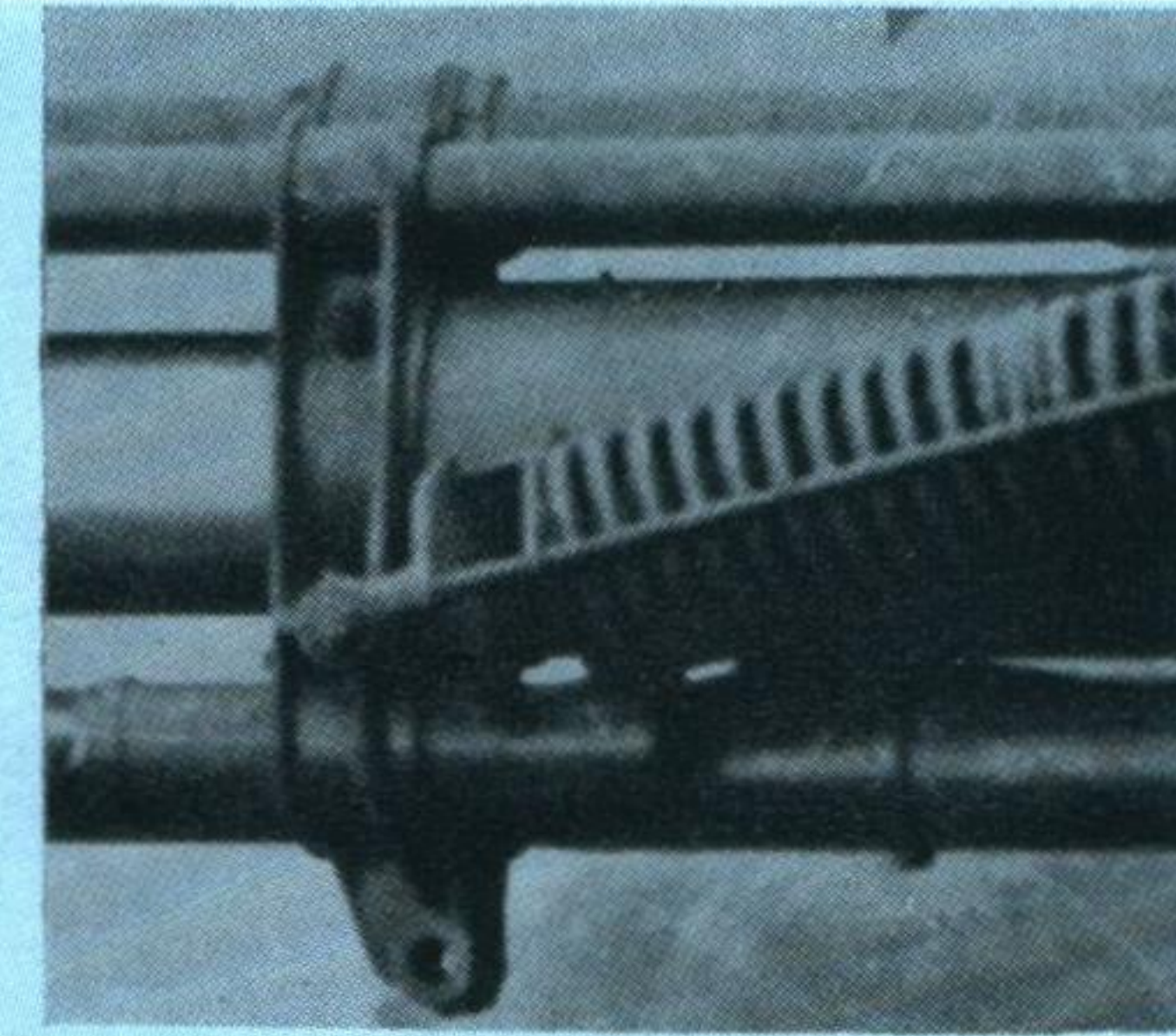
The M41 may be relatively easy to recognise on account of the characteristic, untidy appearance of the recoil and balancing gear of the 155-mm. howitzer. The howitzer also has a short, stubby barrel and no muzzle brake. It is mounted in an open compartment at the rear of the vehicle which offers little protection to its crew. Only the driver and another crew member, who sit side by side at the front of the vehicle, are fully protected.



29



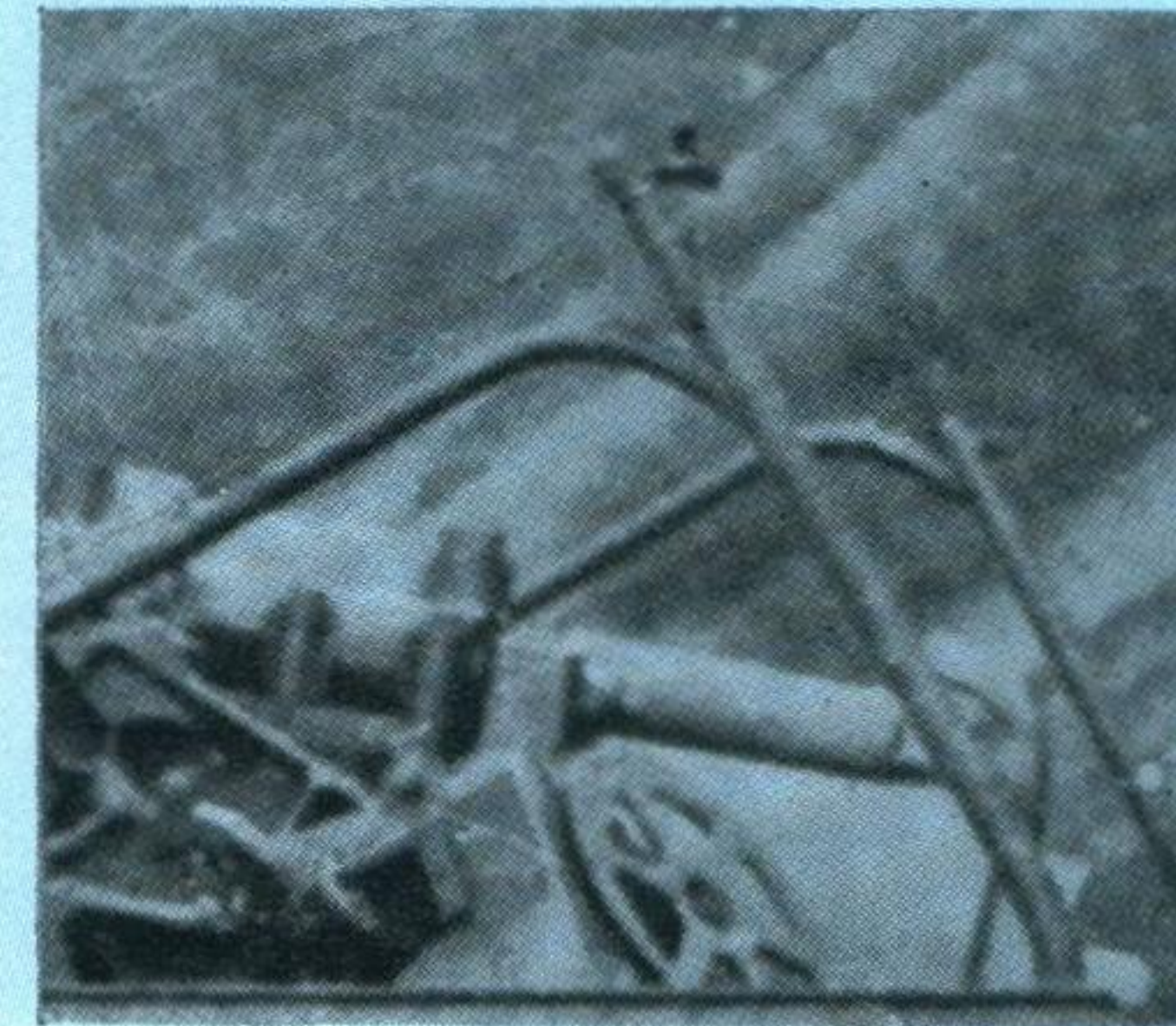
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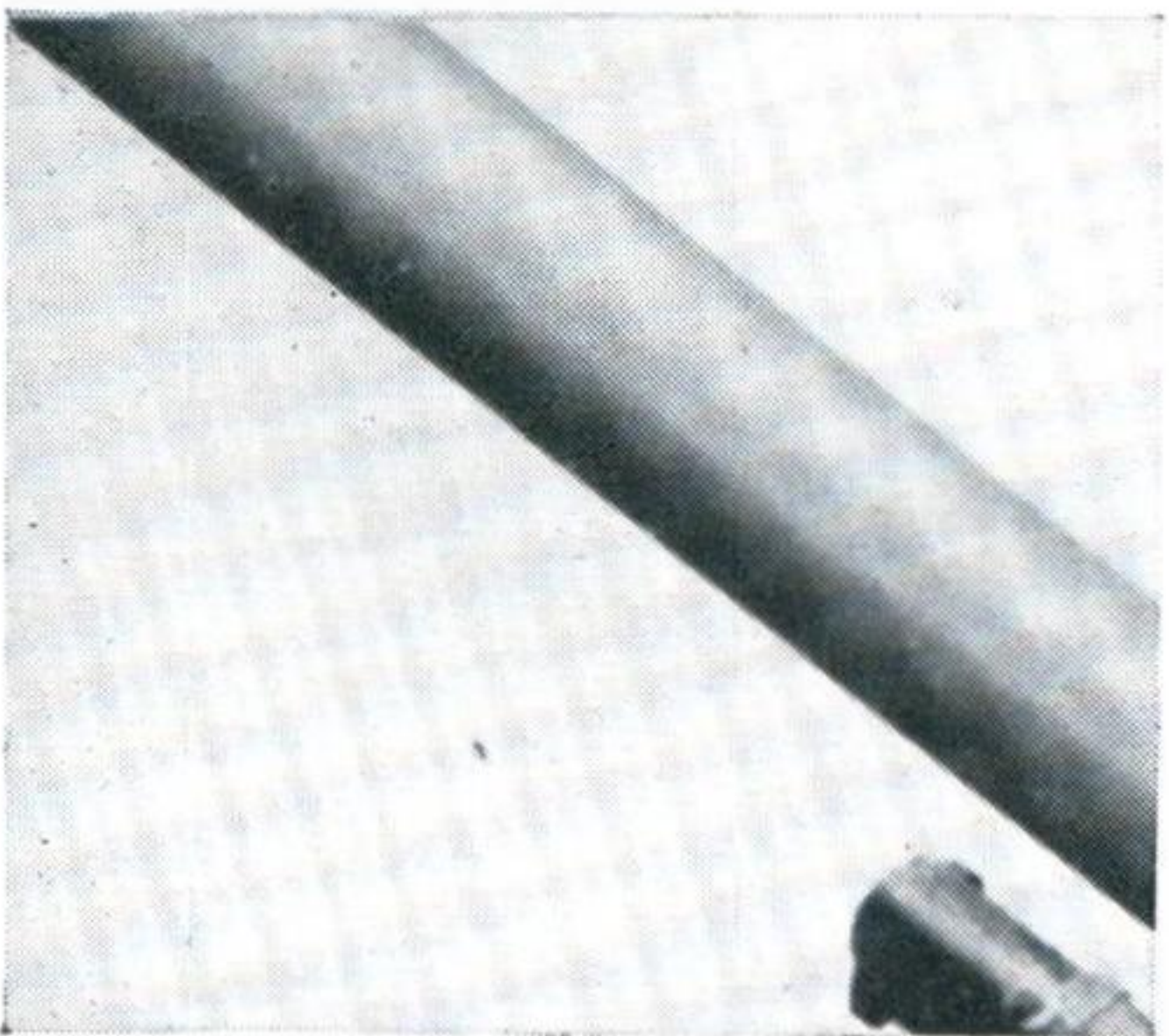
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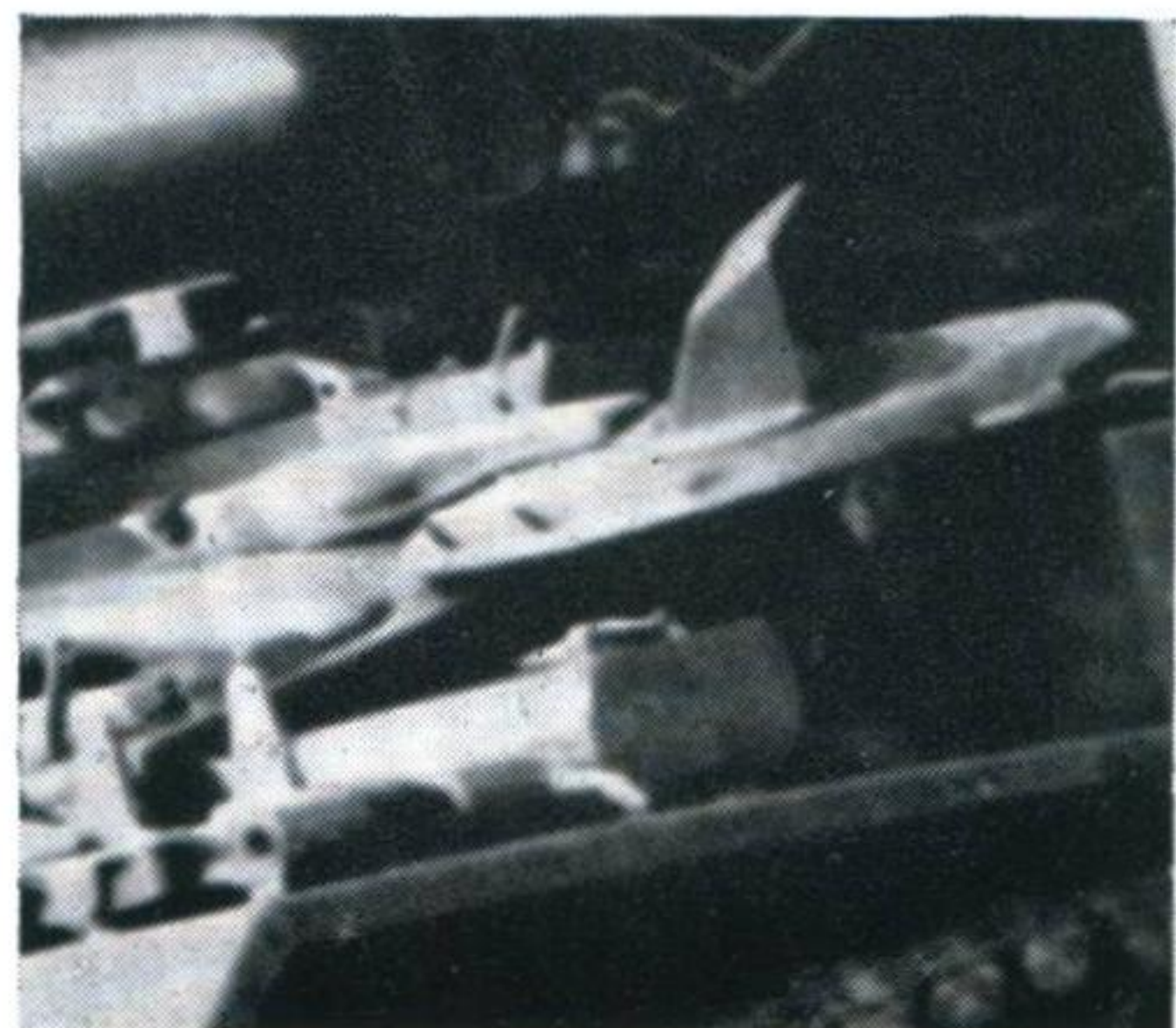
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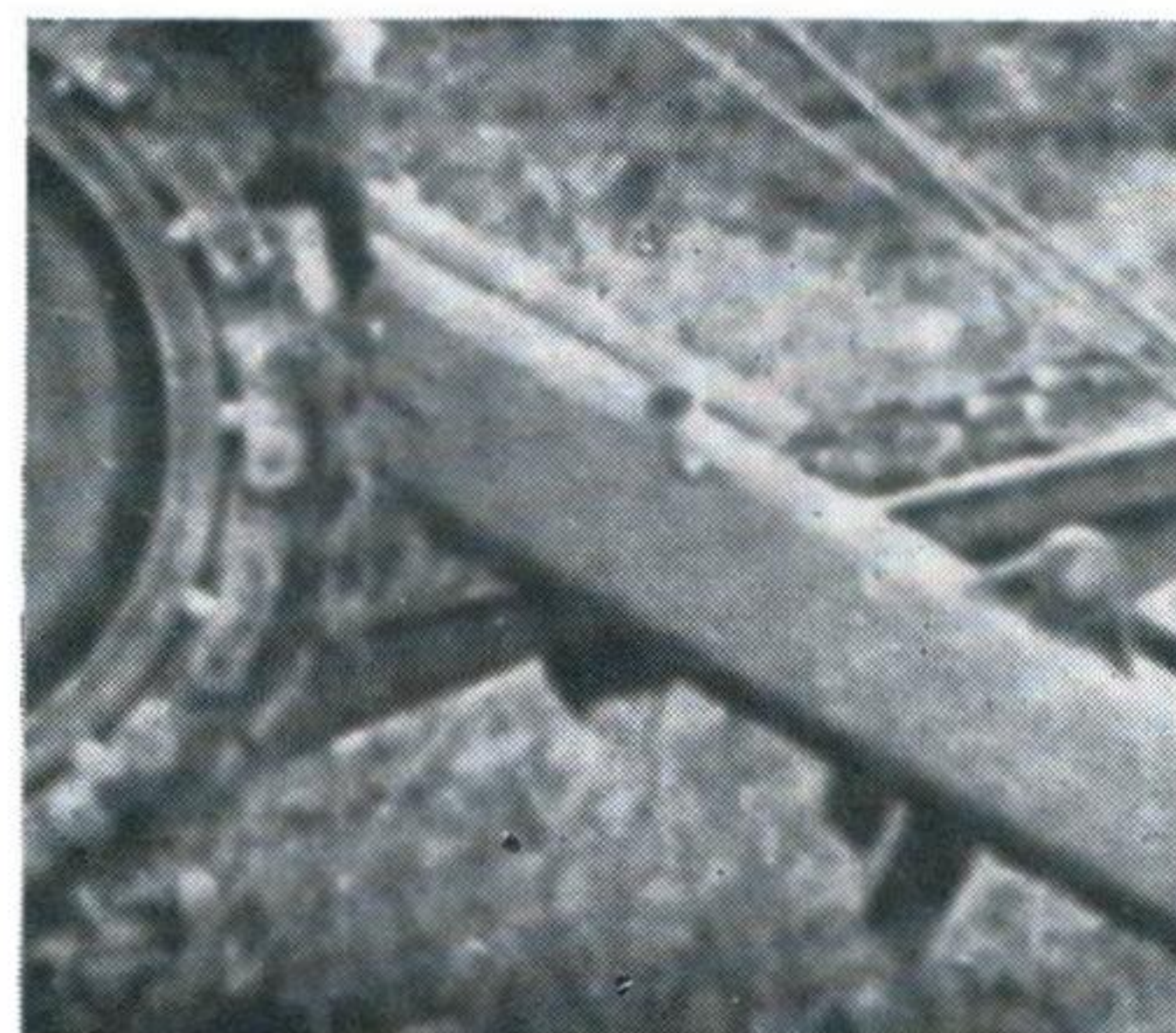
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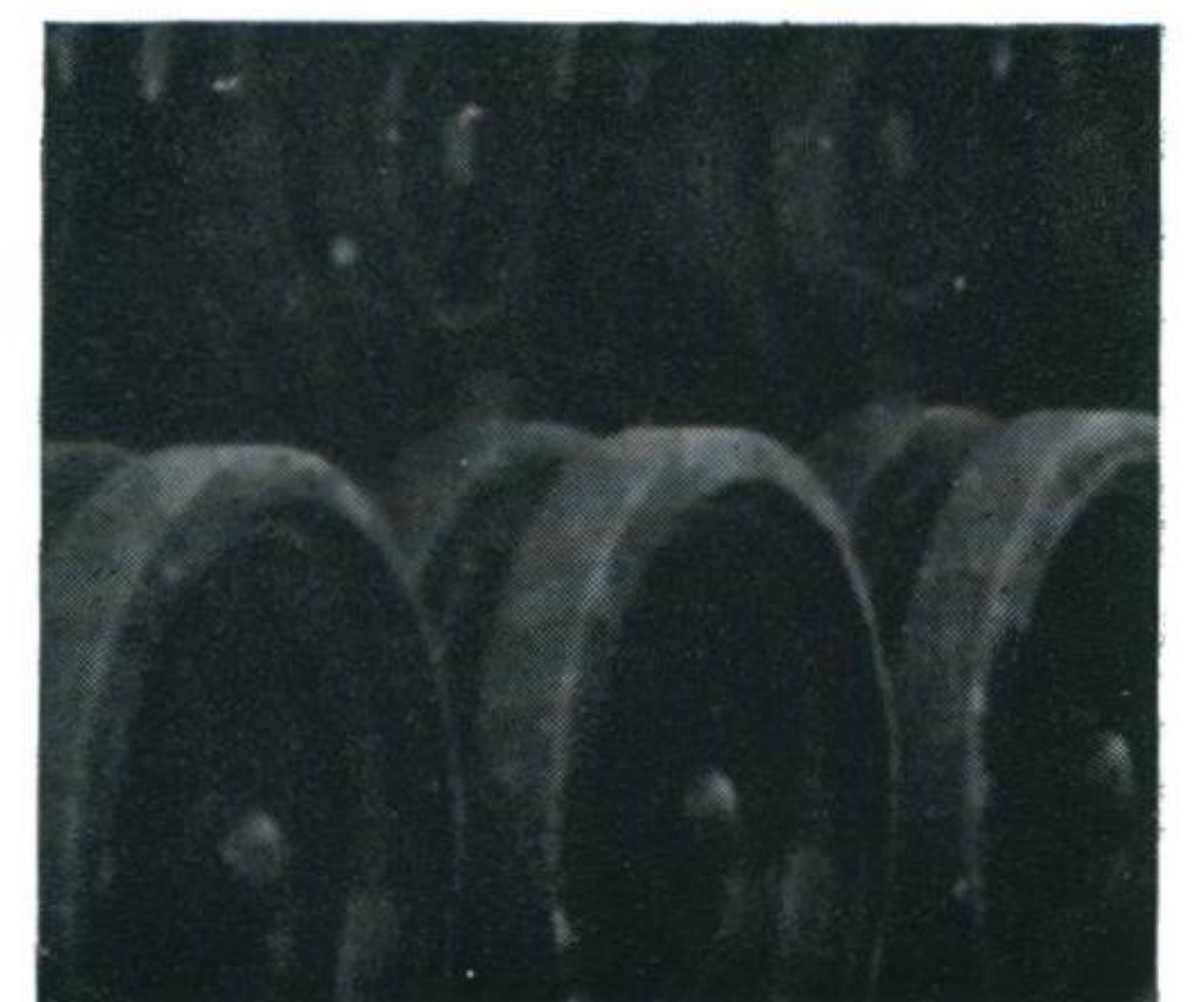
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43

KEY



44

FRENCH ARMOUR

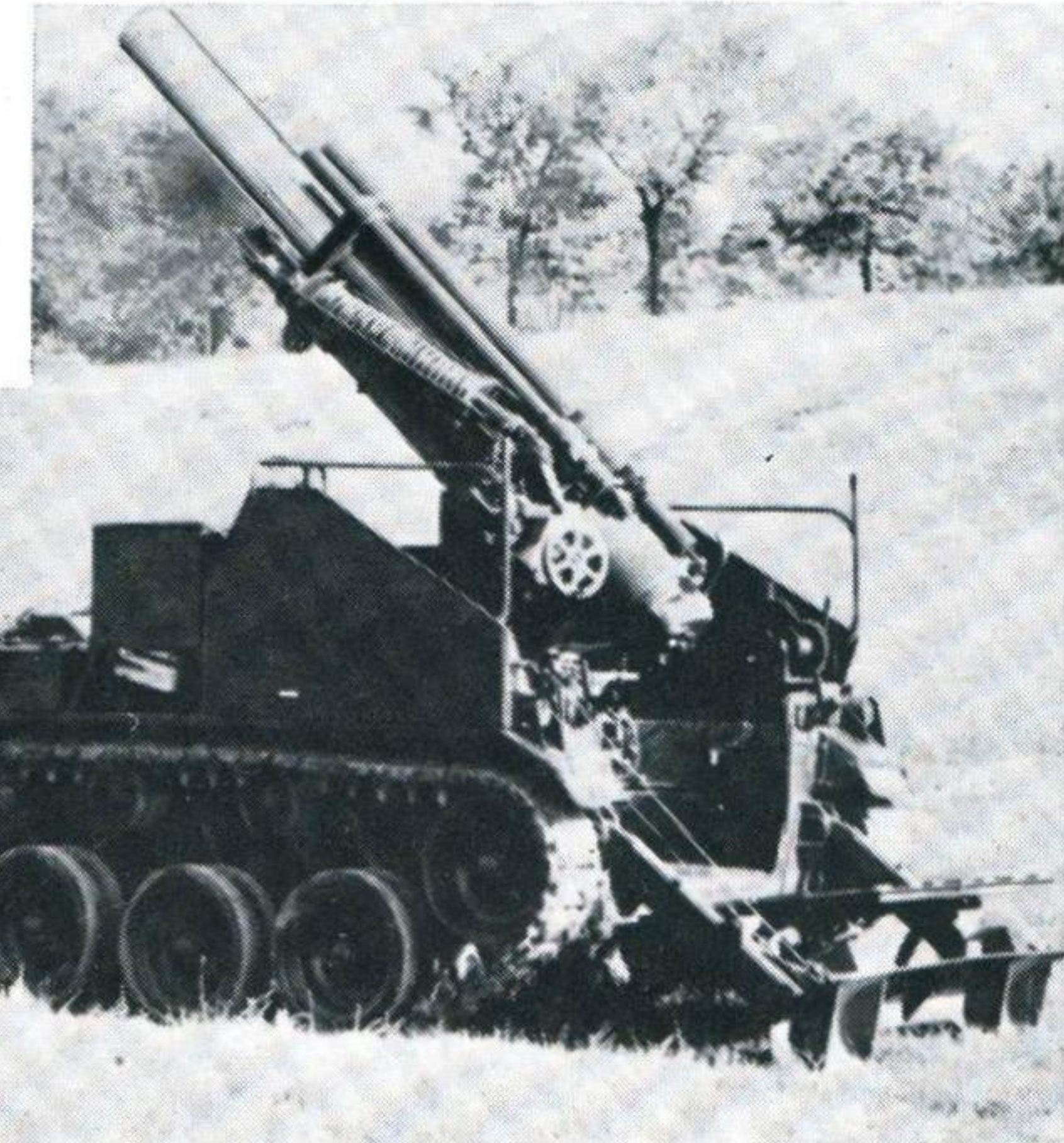
In contrast to the M24 light tank, which incidentally continues to be used in different parts of the world, the M41 self-propelled howitzer has its engine compartment in the middle of the hull. The compartment is occupied by two Cadillac V-8 engines which together develop 220 h.p. and drive the howitzer at up to 30 m.p.h., on hard level surfaces.

The running gear is the same as that of the parent vehicle. Thus, like the M24 light tank, the M41 self-propelled howitzer has five road wheels per side, each wheel being located by means of a trailing arm and sprung by a torsion bar. The top run of the track is supported by four return rollers. The rubber-bushed tracks are of the same pattern as on the M24 tank and so is the front track sprocket. The M41 also has the same characteristic multi-sided hatch in the front glacis plate, which provides access to the steering mechanism and other parts of the transmission.

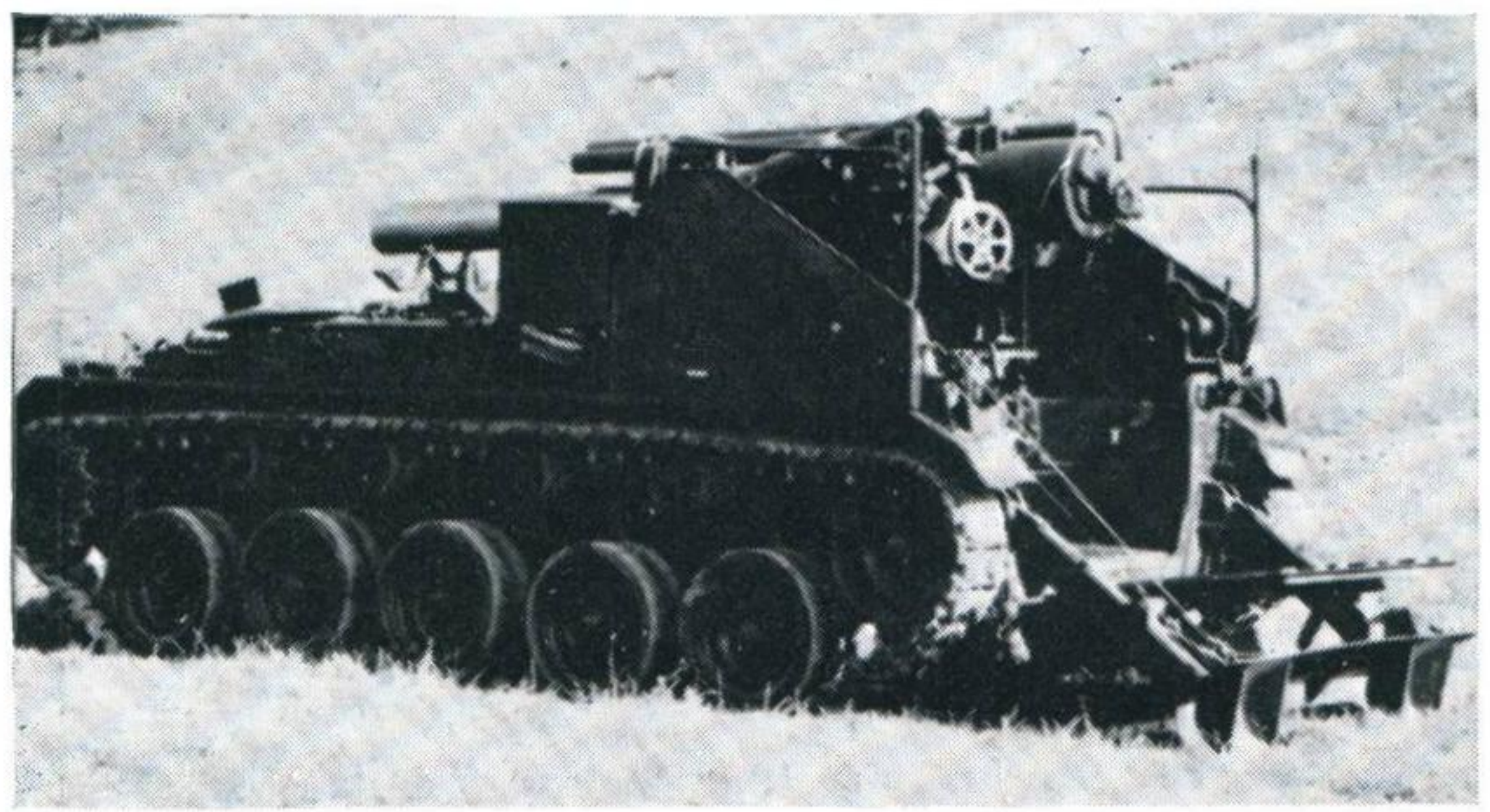
M41



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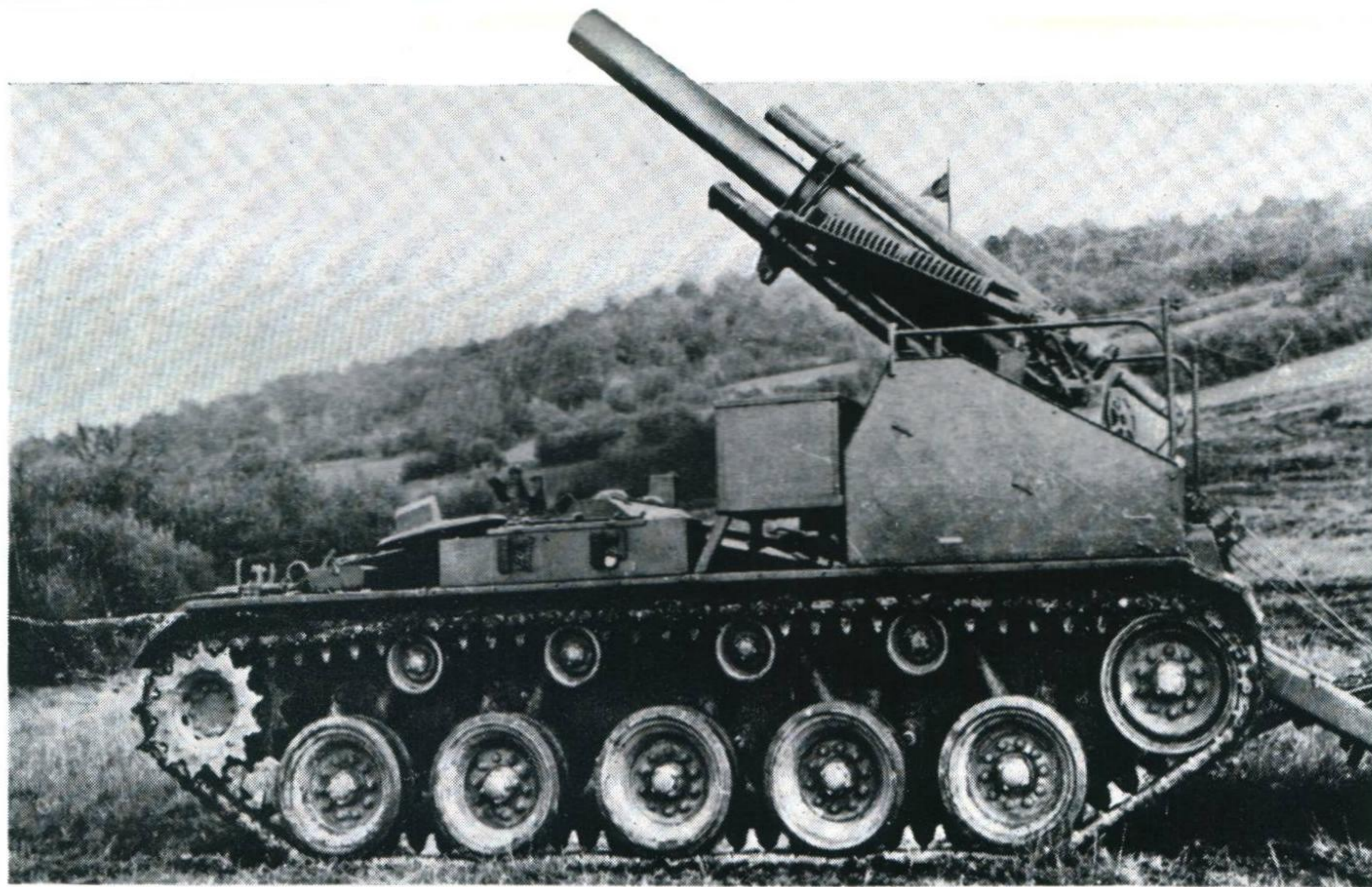
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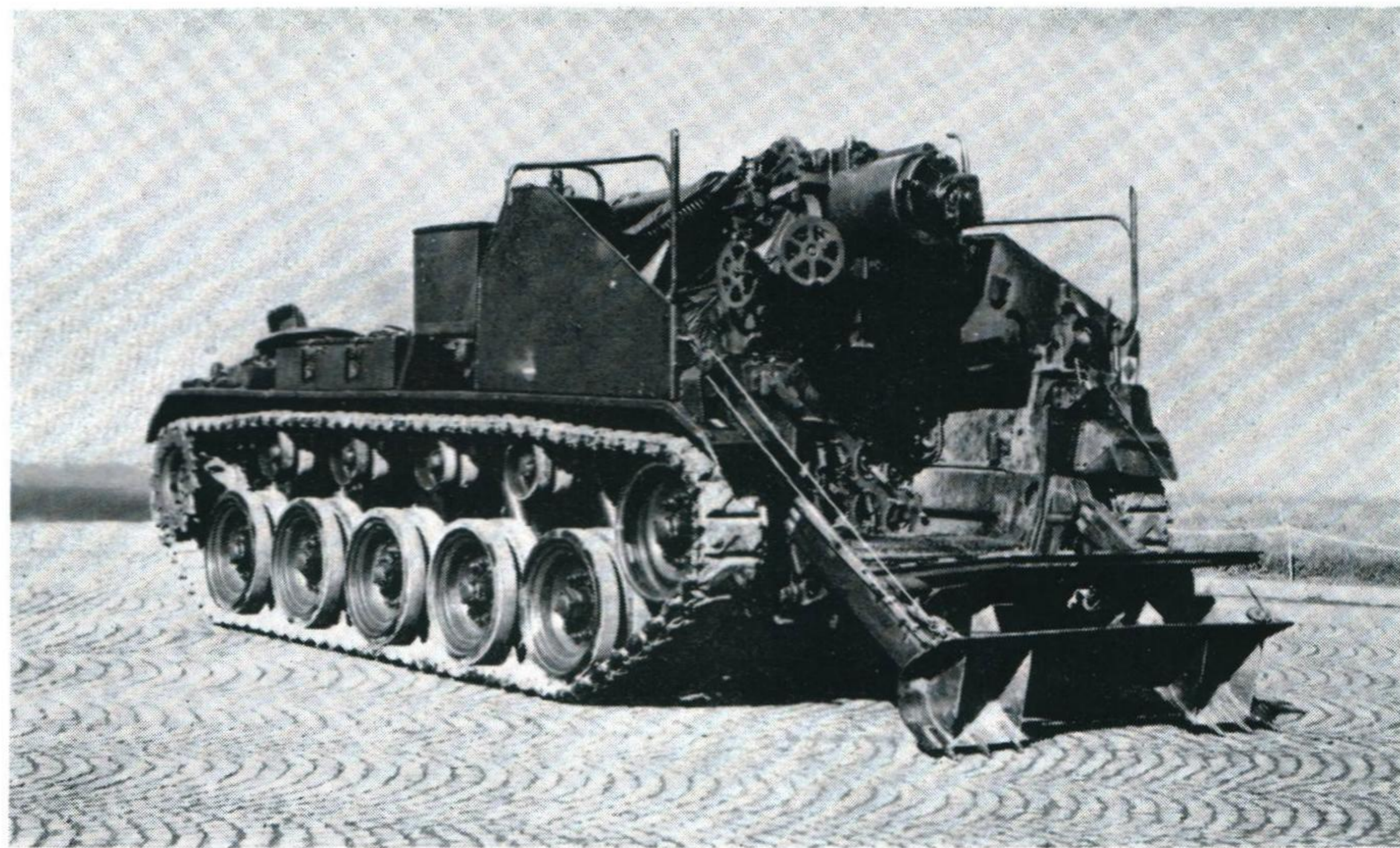
46



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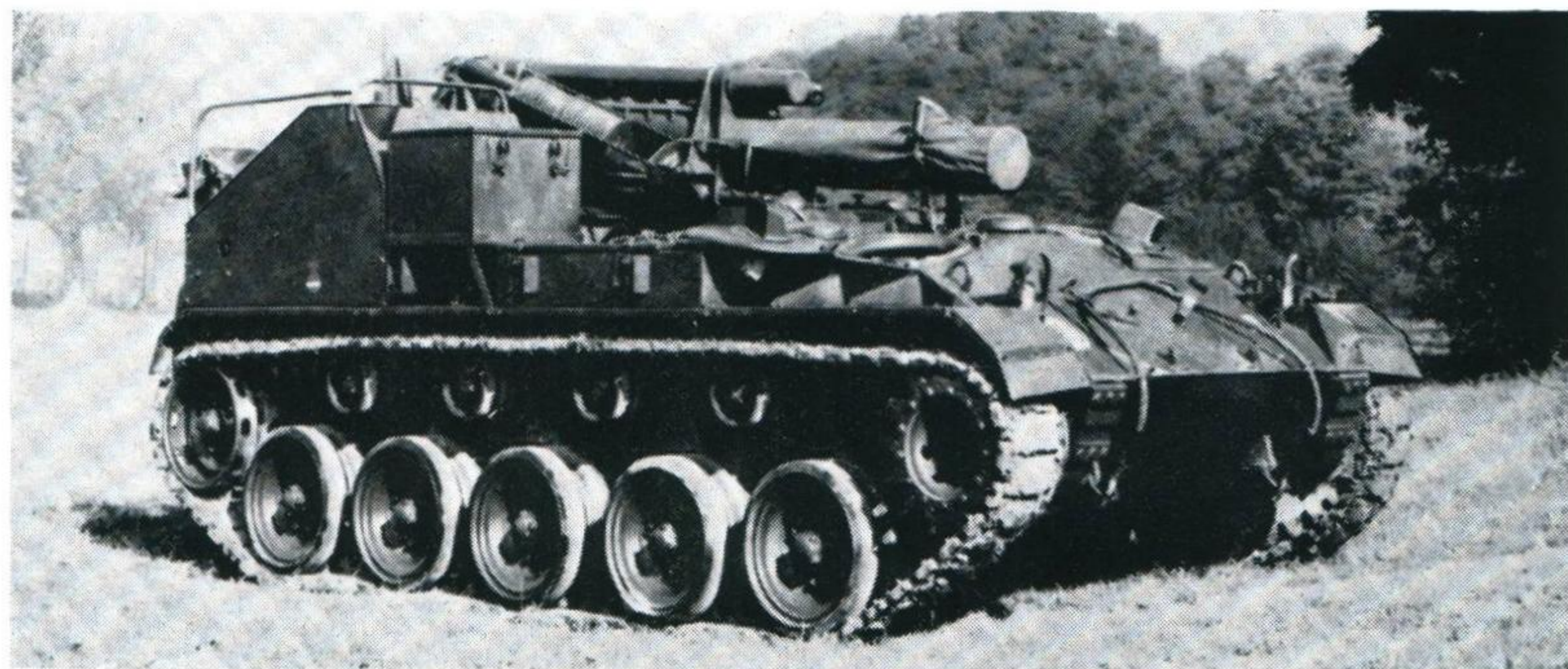
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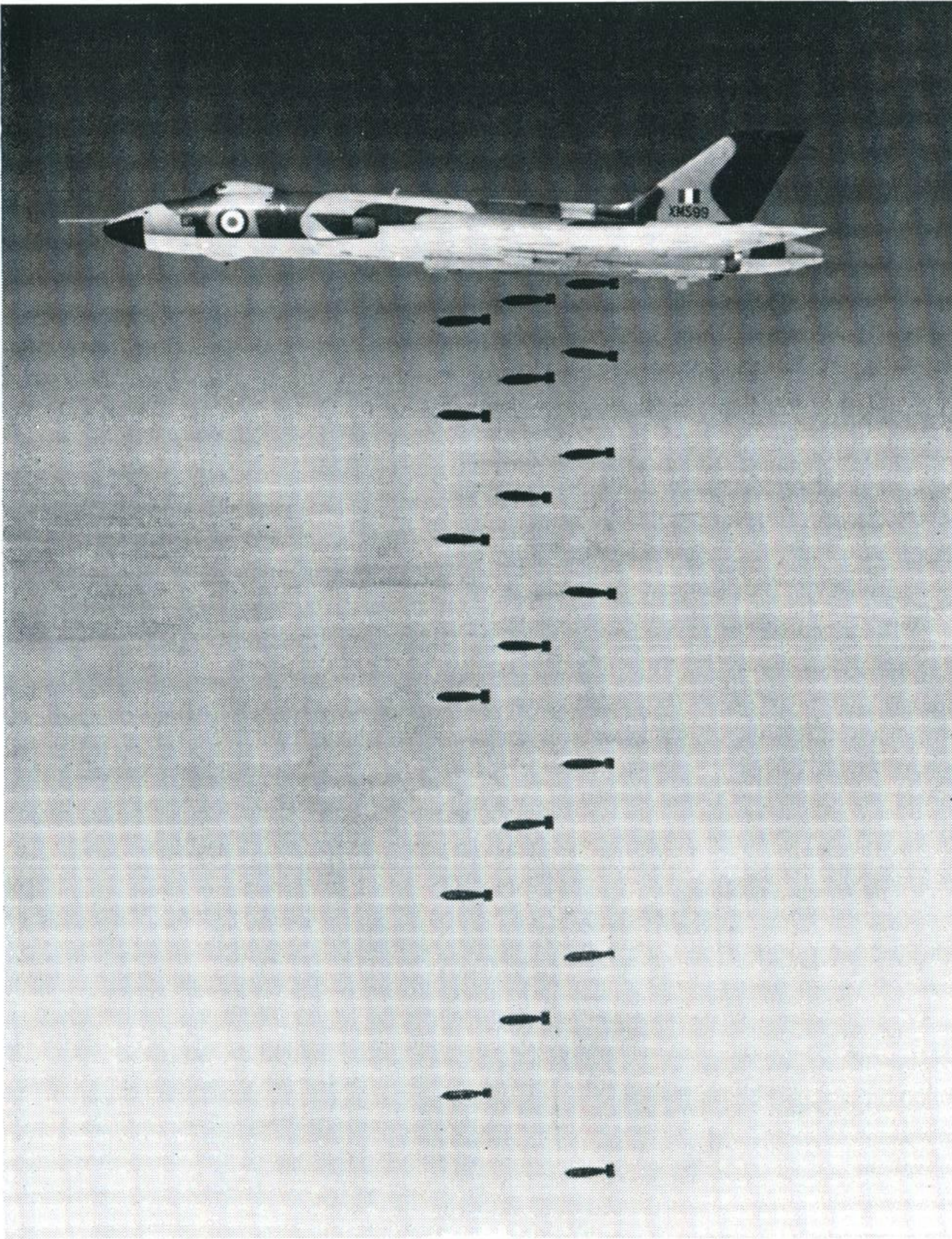


55



56

SOLUTIONS TO TESTS AND EXERCISES



Cover Photo: A Vulcan B.2 displays its tactical capabilities.

Page 68

THUNDERJET

All targets are of **Thunderjets** except No. 11 which is a **Galeb**.

Page 70

MAYA

All targets are of **Mayas** except for No. 9 which is a **Tutor** and No. 33 which is a **Paris**.

Page 73

WARSHIP TYPE TEST NO. 9

No.	Class	Name (if known)	Type	Nationality
1	Sverdlov	Sverdlov	Cruiser	Russian
2	Porpoise	H.M.S. Rorqual	Attack Submarine	British
3	Salisbury	—	Aircraft Direction Frigate	British
4	O	—	Attack Submarine	British
5	County	—	Guided Missile Destroyer	British
6	Carpenter	U.S.S. Fred. T. Berry	Destroyer	American
7	Tribal	H.M.S. Gurkha	General Purpose Frigate	British
8	Porpoise	H.M.S. Cachalot	Attack Submarine	British
9	Tribal	H.M.S. Nubian	General Purpose Frigate	British
10	Allen M. Sumner	U.S.S. Haynsworth	Destroyer	American
11	Porpoise	H.M.S. Cachalot	Attack Submarine	British
12	Northampton	U.S.S. Northampton	Command Ship	American
13	Commandant Riviere	—	Dual Purpose Frigate	French
14	Ark Royal	H.M.S. Ark Royal	Aircraft Carrier	British
15	Petya	—	Frigate	Russian
16	Rochesay	H.M.S. Brighton	Anti-submarine Frigate	British
17	Leander	H.M.S. Leander	General Purpose Frigate	British
18	Skory	—	Destroyer	Russian
19	—	Joker—a Porpoise	—	—
20	Leander	H.M.S. Dido	General Purpose Frigate	British
21	Tribal	H.M.S. Gurkha	General Purpose Frigate	British
22	O	H.M.S. Olympus	Attack Submarine	British
23	—	U.S.S. Triton	Nuclear Attack Submarine	American
24	—	Rhin	Electronic Service Maintenance Ship	French
25	Ethan Allen	U.S.S. Ethan Allen	Ballistic Missile Submarine	American

Page 74

BATTLE CLASS FLEET RADAR PICKETS

All targets are of **Battle Class** except for No. 15 which is a **Soviet Riga Class Frigate**.

Page 62

BEVERLEY C.1

All targets are of **Beverleys** except No. 23 which is a **Shackleton M.R.3** and No. 43 which is a **Shackleton M.R.2**.

Page 78

FRENCH ARMOUR M41 155-mm SELF PROPELLED HOWITZER

All targets are of the **M41** except for No. 27 which is of an **AMX chassis**.

Page 66

HIP

All targets are of **Hips** except for No. 17 which is a **Hoplite**.

It is now thirty years since the Douglas DC-3 airliner first flew. Famous during the war years as a military transport, named **Dakota** in British service and **Skytrain** in U.S. service, it still is the most widely used transport aircraft in the World and **Dakota** remains the accepted reporting name. The Douglas DC-3 **Dakota** shown here with the new Douglas DC-9 had logged 83,032 flying hours by May 1965 which is believed a world record for any aircraft.

