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JOINT

SERVICES

# RECOGNITION

*Journal*



Vol. 23 JUNE 1968 No. 6



## SIX CESSNA MODELS ON DUTY IN VIETNAM

*These six aircraft produced by Cessna Aircraft Company are all currently being used in Vietnam. In front is the A-37A, a twin-jet attack aircraft which went into service last summer and has been highly praised for its adaptability to guerilla-type warfare. In the second row are the twin-engine 0-2A (left) and 0-2B, versions of the commercial Cessna Super Skymaster. The 0-2A is used in forward air control missions and may be equipped with a variety of armament on its four wing-mounted pylons. The 0-2B is fitted with a loudspeaker and leaflet-dispenser for psychological warfare operations. In the rear row from left are the U-17A, a version of the commercial Model 185 Skywagon, which is used by the Vietnamese Air Force for liaison and light cargo hauling; the venerable 0-1 Birddog, widely used as a spotter aircraft; and the U-3 "Blue Canoe", a light twin-engine aircraft used for cargo and transportation.*



JOINT SERVICES

RECOGNITION JOURNAL

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\* *Identification Lessons*

## "WATCH THE DICKIE BIRD!"

The not so young readers of this *Journal* will remember that title and the pomp and paraphernalia of having one's photograph taken when young. Fussing parents, best clothes, painful hair-brushing and combing etc., are perhaps, the strongest memories most of us have of preparing for the photographer. The photographer, elegant, perhaps in morning dress, certainly in a deep, stiff, wing collar to match the importance of the occasion, bowing and smiling at the door of his establishment with his assistant, also bowing and smiling.

Inside, one was overawed with giant cameras on spindly legs, for all the world like our ideas of modern moon-ships, swathed in red-backed cloth under which the photographer—or his assistant—periodically disappeared. One was politely but firmly initiated into one's part in somewhat lengthy ceremony of being mugged for posterity—or in defiance of it. The ceremony reached its climax with the uttering of the magic words "Now! Watch the birdie". There was a flash, a rattle, a click and all was done. Today, the taking of a photograph is confined to the "click"; which is just as well for those producing this *Journal*.

To produce the *Journal* we use between 400 and 500 separate illustrations a month. To make a good trainer, however, we must be able to be selective and so we must multiply the 400 x 12 to get an annual figure of 4,800 plus at a minimum estimate. Round this off to say 5,000 and multiply it by 4 or 5 to get a good selection and we come to a figure around 25,000 plus.

Unfortunately, though all photographs are potential grist to our mill, if only as reference material, there are various factors which preclude the reproduction of everything we get.

First of all there is the size of the *Journal*. Secondly, the matter of suitability of the photograph for training, thirdly, its suitability for block-making. There may also be copyright problems to solve, and sometimes a question of reproduction fees—if the photograph is worth it and is privately owned. Security clearance may be involved at times.

Despite this large intake we do not keep up with everyone's needs and steps are being taken to provide a greater coverage of ships, armoured vehicles and aircraft. This brings us to our main point.

There must be throughout the Services, vast numbers of photographs of the type usable in the *Joint Services Recognition Journal* and for identity training. Many of them may be of no practical value to the unit which has them. We therefore make this appeal to anyone who has official photos of ships, tanks and aircraft, which are in current use and likely to provide us with material we need, to send them in to us as soon as possible. We would add that we do not want negatives. Nor do we wish to have anything of a classified nature. These restrictions, so to speak, will no doubt stop many photographs. Nevertheless, we are certain that many photographs useful to recognition training exist and can well be disposed of by the units holding them.

Will all who see this notice therefore kindly draw the attention of photographic officers to it.

No doubt we shall regret making this appeal and may find it necessary to go to larger premises or take certain other steps to cope with the supply. Nevertheless, the problem which would arise from not making the appeal would probably be very much greater—and probably more costly.



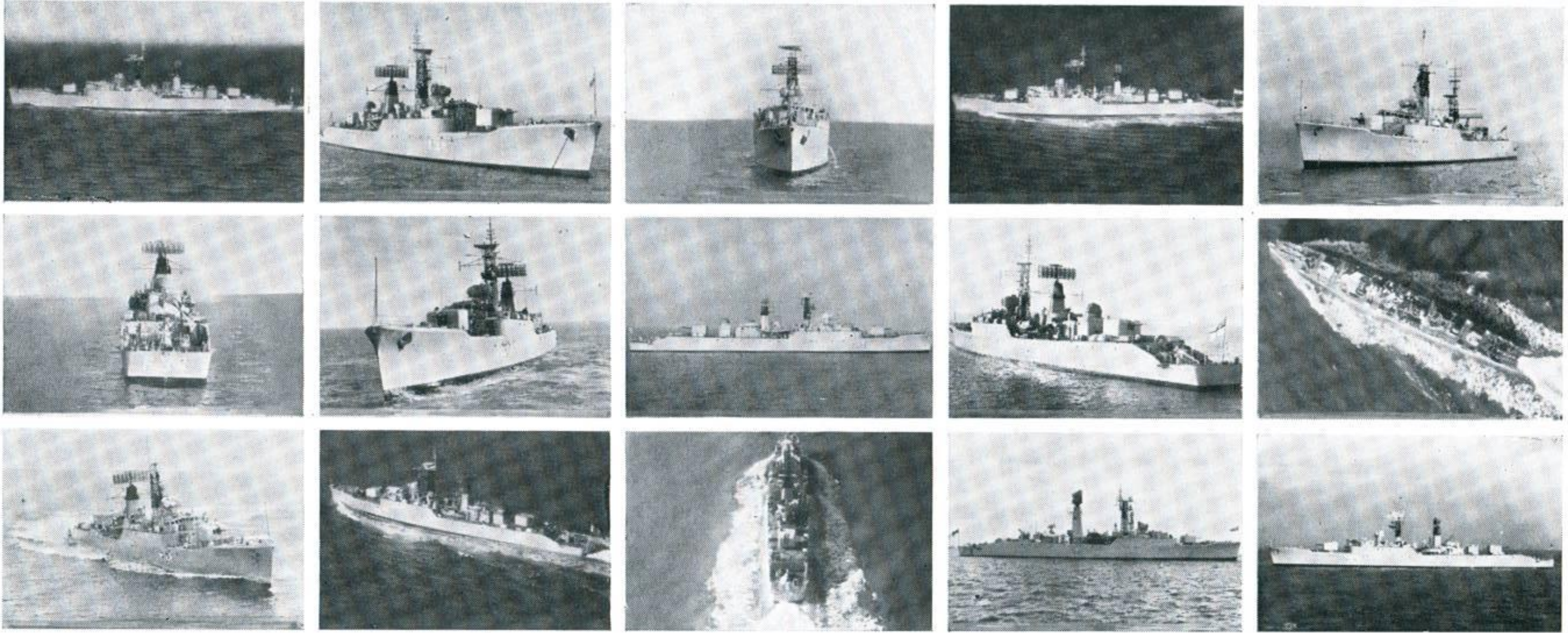
M551?



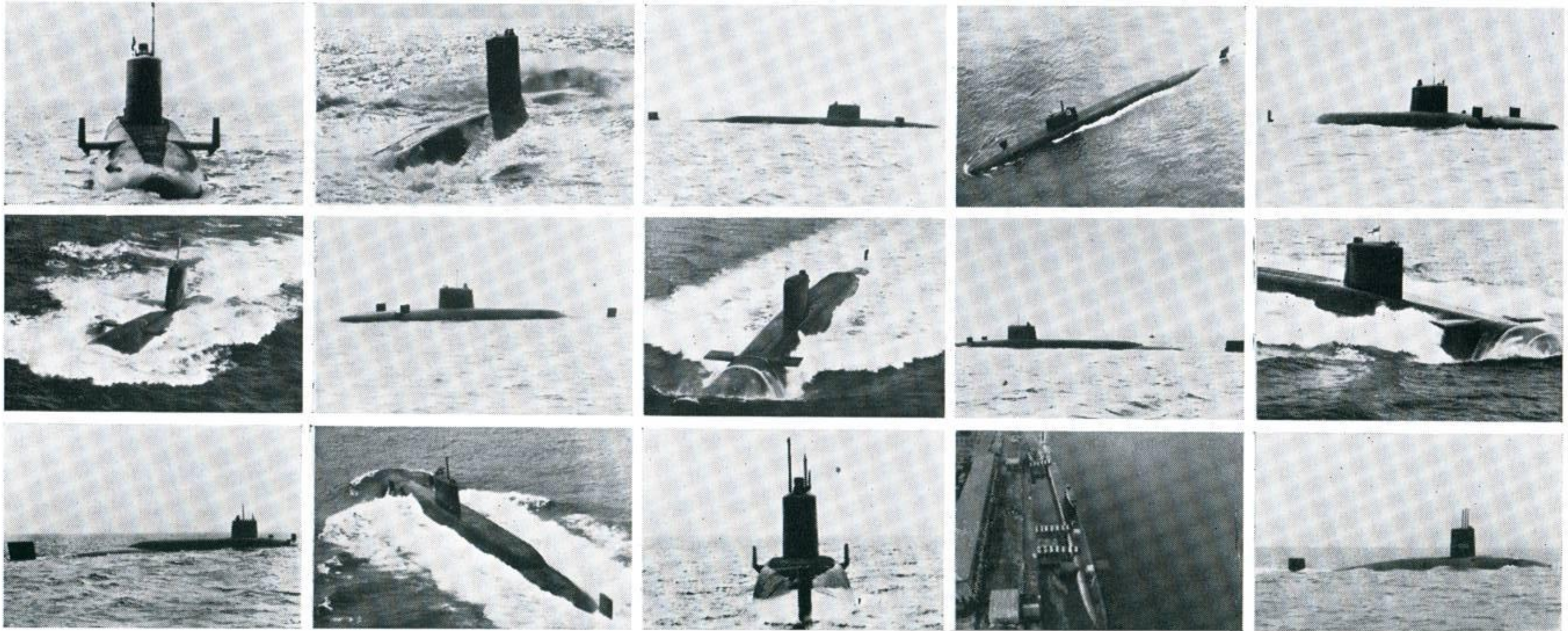
**Lesson Instructions** The ability to identify is a skill and therefore a matter of "doing", not of gathering information. Submit to the instructions given below in every lesson and the ability will become automatic.

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. The procedure will take care of that. Do not attempt to do it without the key too soon, wait until it is self-evident.
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.

LEOPARD CLASS?



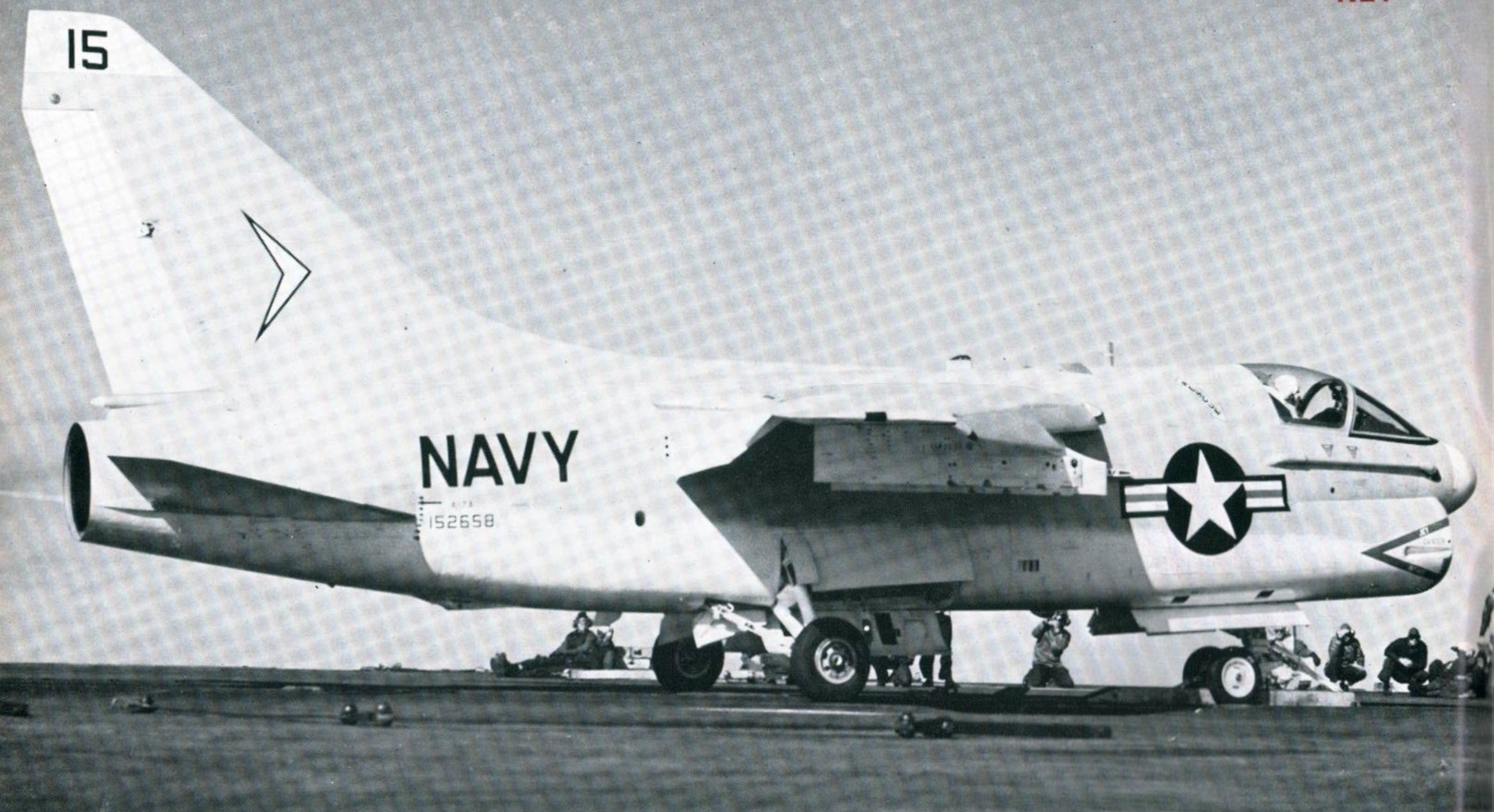
RESOLUTION?



TRIBALS?



KEY



## CORSAIR II

The Ling-Temco-Vought A-7 Corsair II attack bomber is regarded by the U.S. Navy as a "turbofan-powered state-of-the-art Skyraider" and the initial shipboard version, the A-7A (total of 199 built) is now serving with the U.S. Navy in South-East Asia. The "A" model is powered by an 11,350-lb. s.t. Pratt and Whitney TF30-P-6 engine but the A-7B, now rolling off the assembly line, has a 12,000-lb. s.t. TF30-P-8; the forthcoming A-7E will have up-dated avionics similar to those of the U.S.A.F's A-7D, and an M-61A rotary cannon in place of the present pair of 20-mm. Mk. 12s.

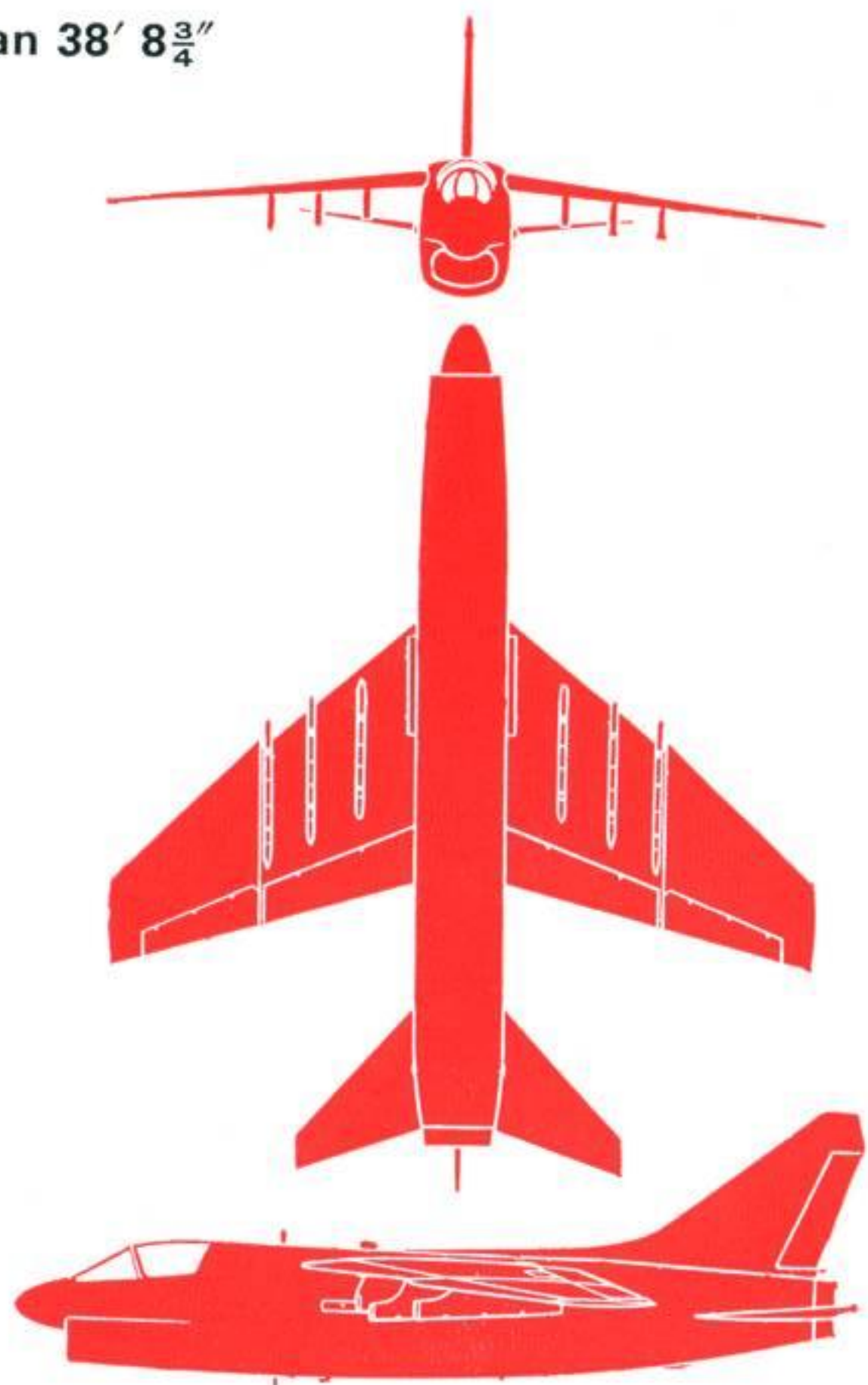
The Corsair is a subsonic derivative of the F-8 Crusader, with the accent on range and load-carrying capabilities. It has less sweepback than the Crusader and can carry beneath its wings up to 15,000 lb. of ordnance in more than 200 possible combinations of external stores which may include virtually any air-launched weapon used by the U.S. Navy. Maximum speed of the A-7A, without external stores, is 690 m.p.h. at sea level; and with 3,600-lb. external bomb and fuel load, 585 m.p.h.

*continued overleaf*

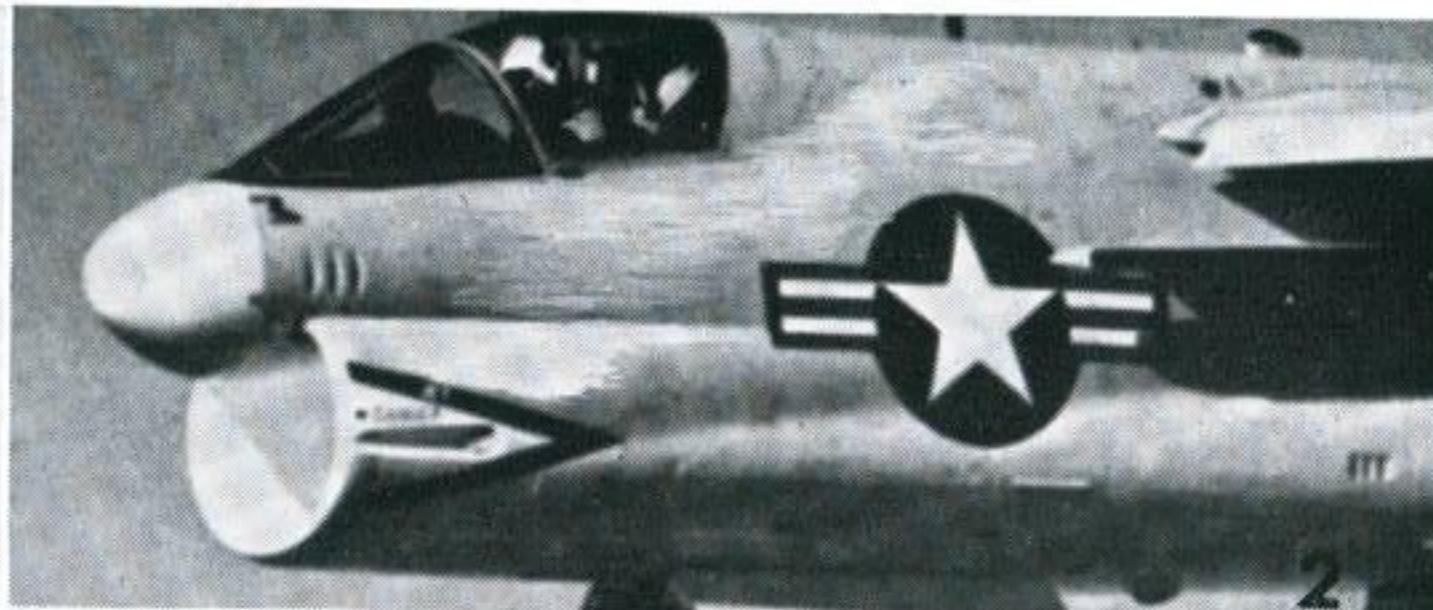


KEY

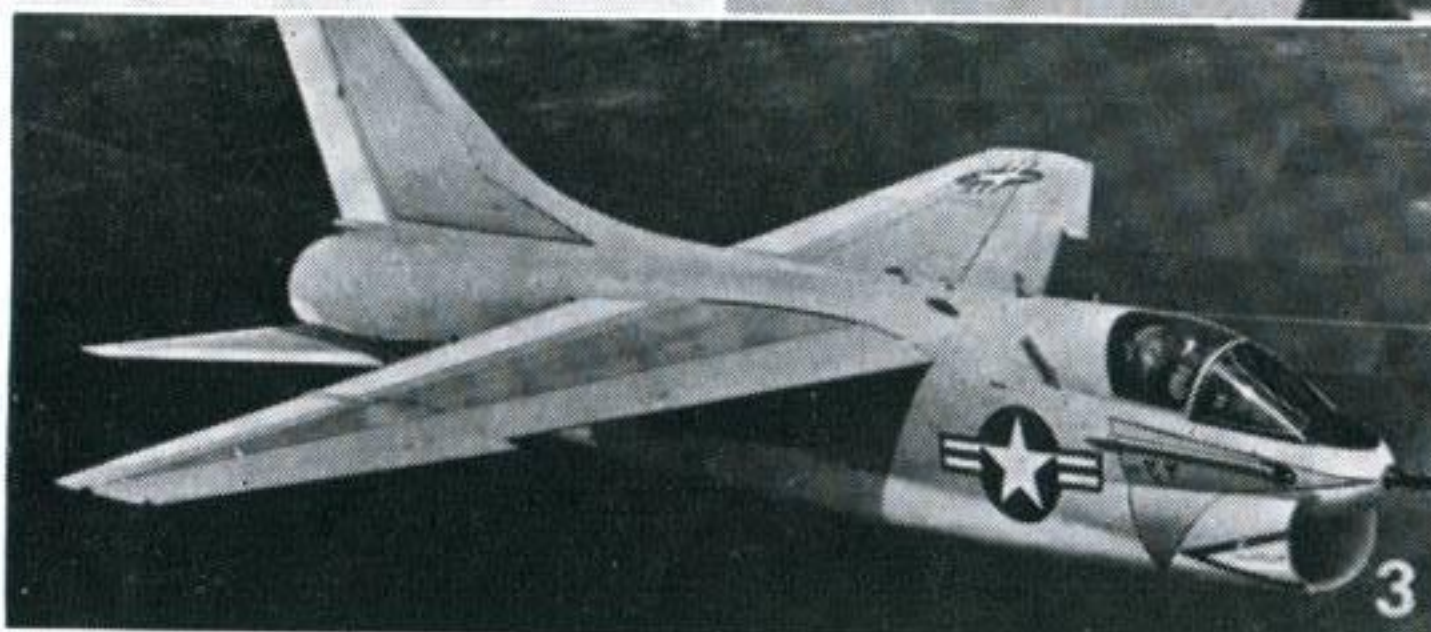
Span 38' 8<sup>3</sup>/<sub>4</sub>"



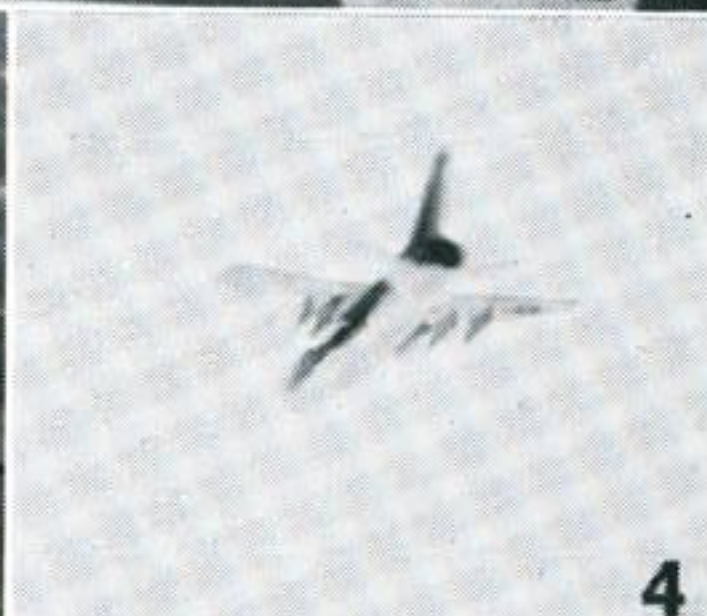
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2



3



4



5



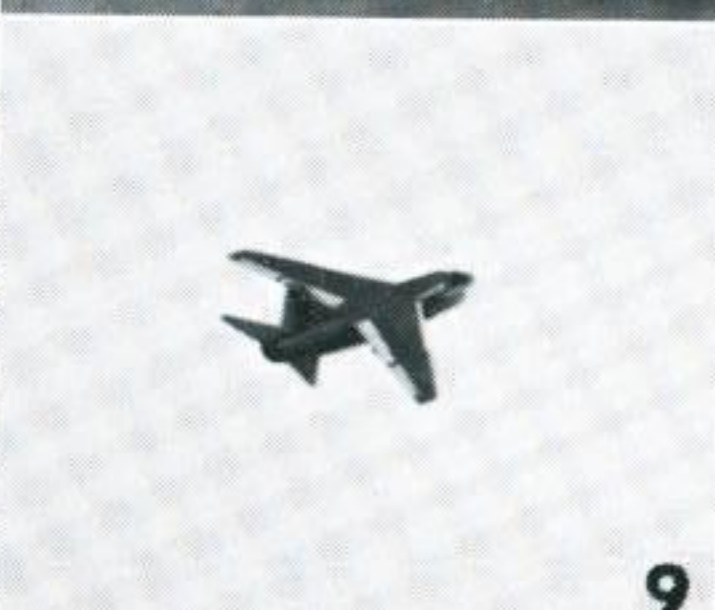
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7



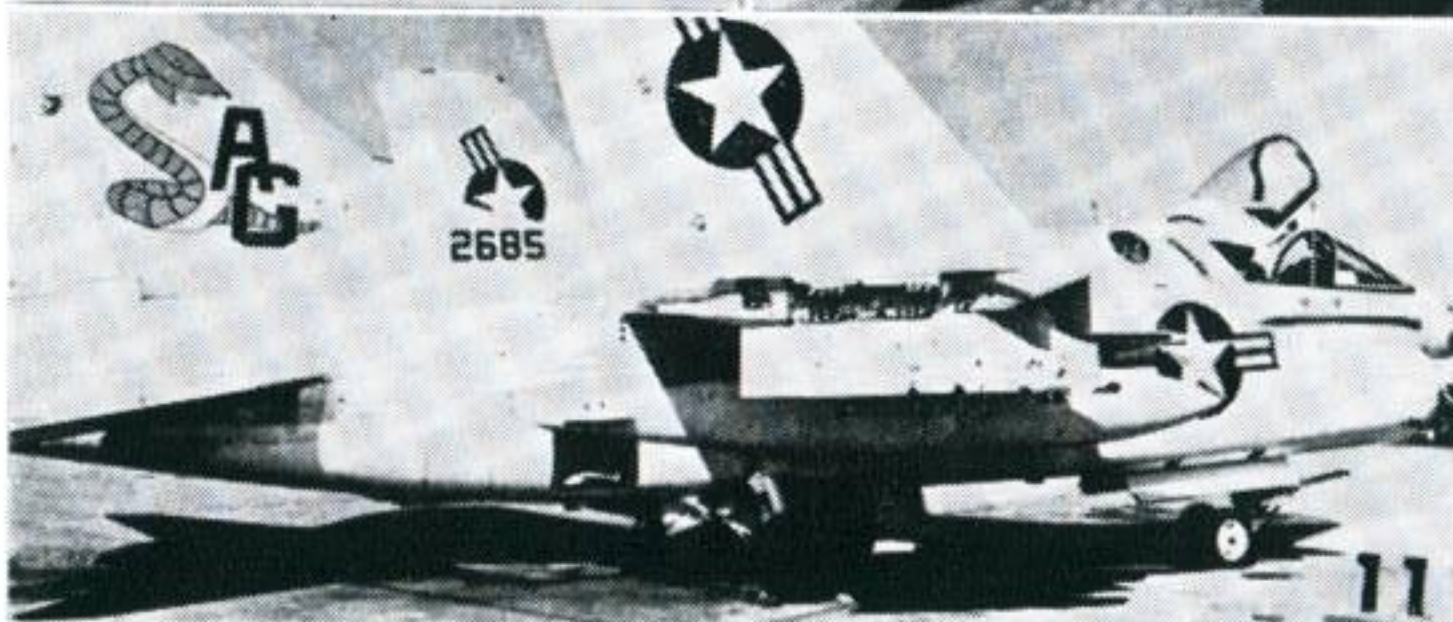
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9



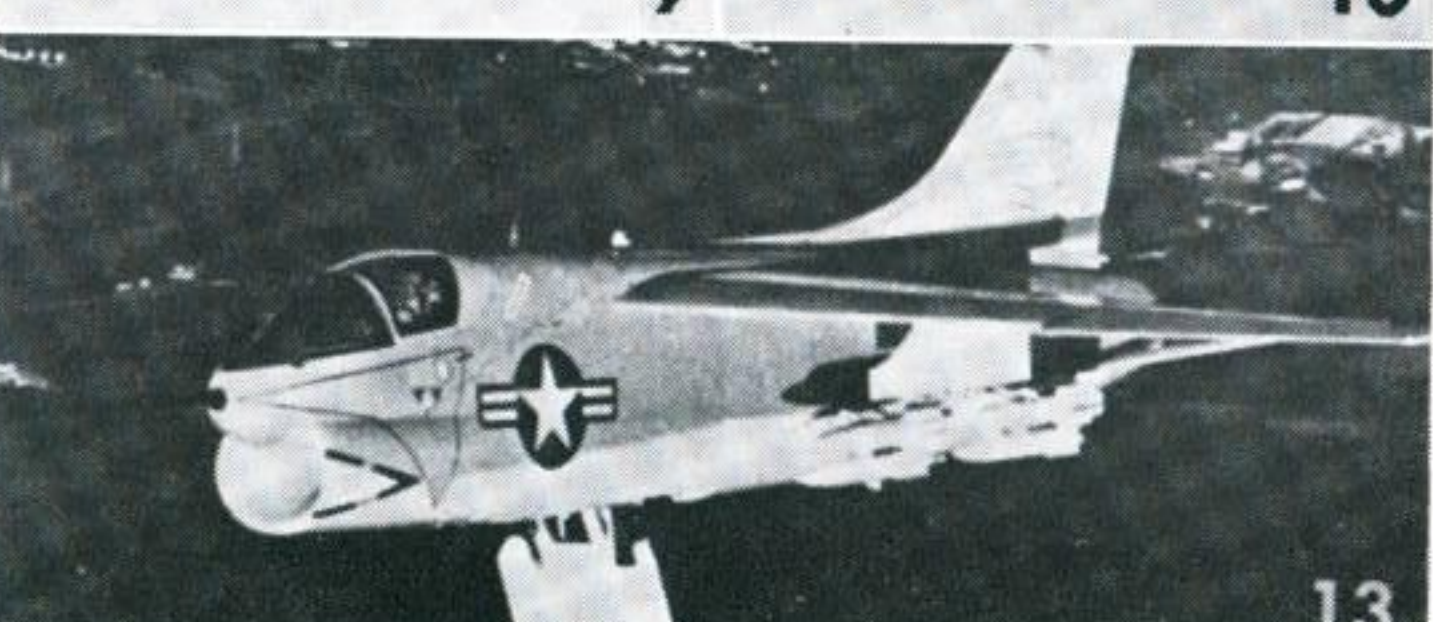
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11



12



13

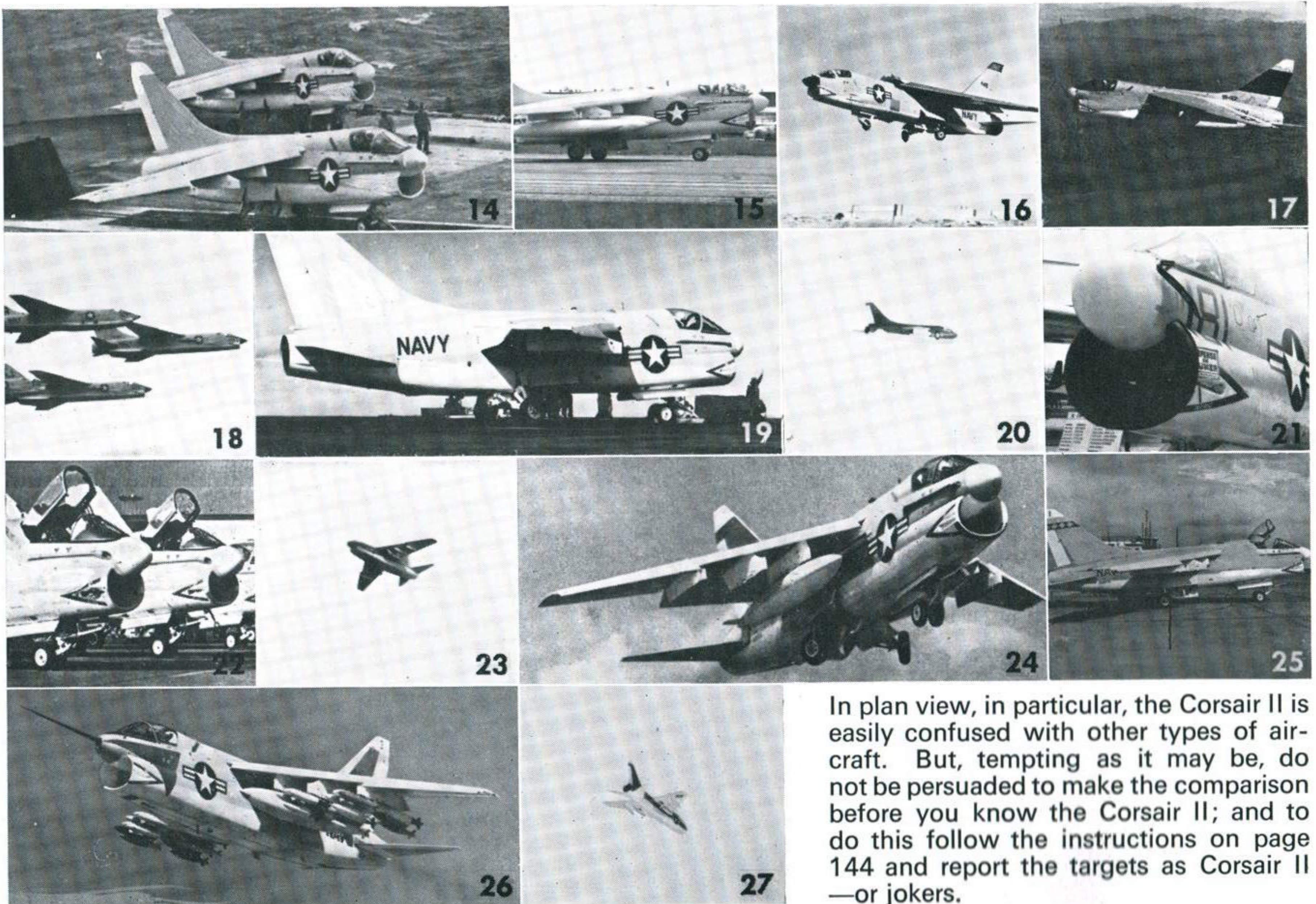
*Lesson instructions on page 144 Solutions on the cover*

**KEY**



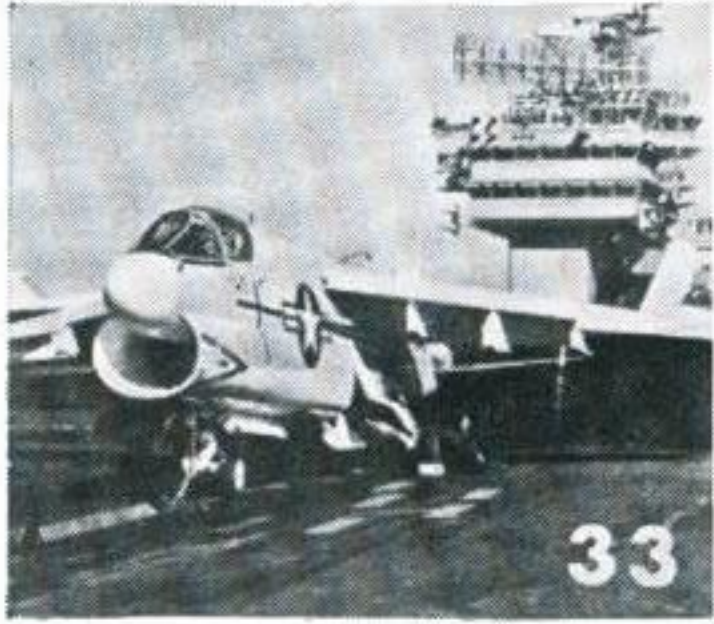
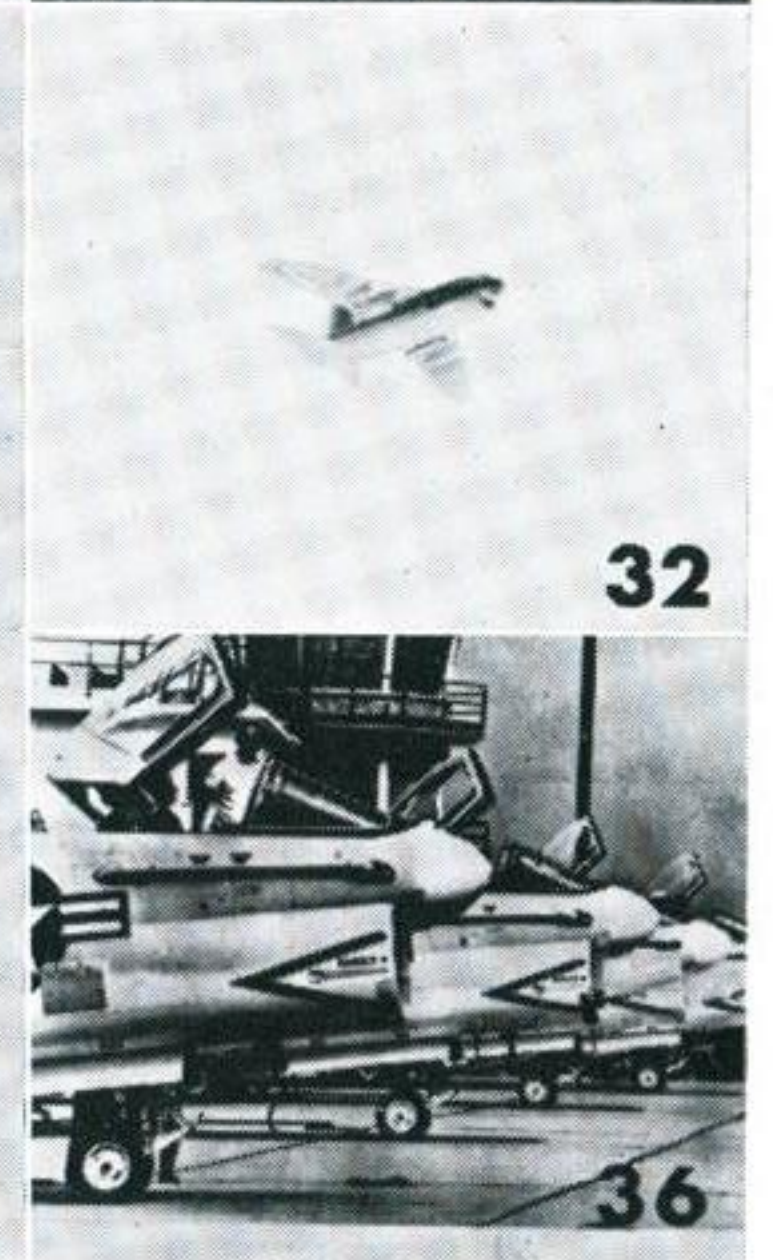


**CORSAIR II** *continued*



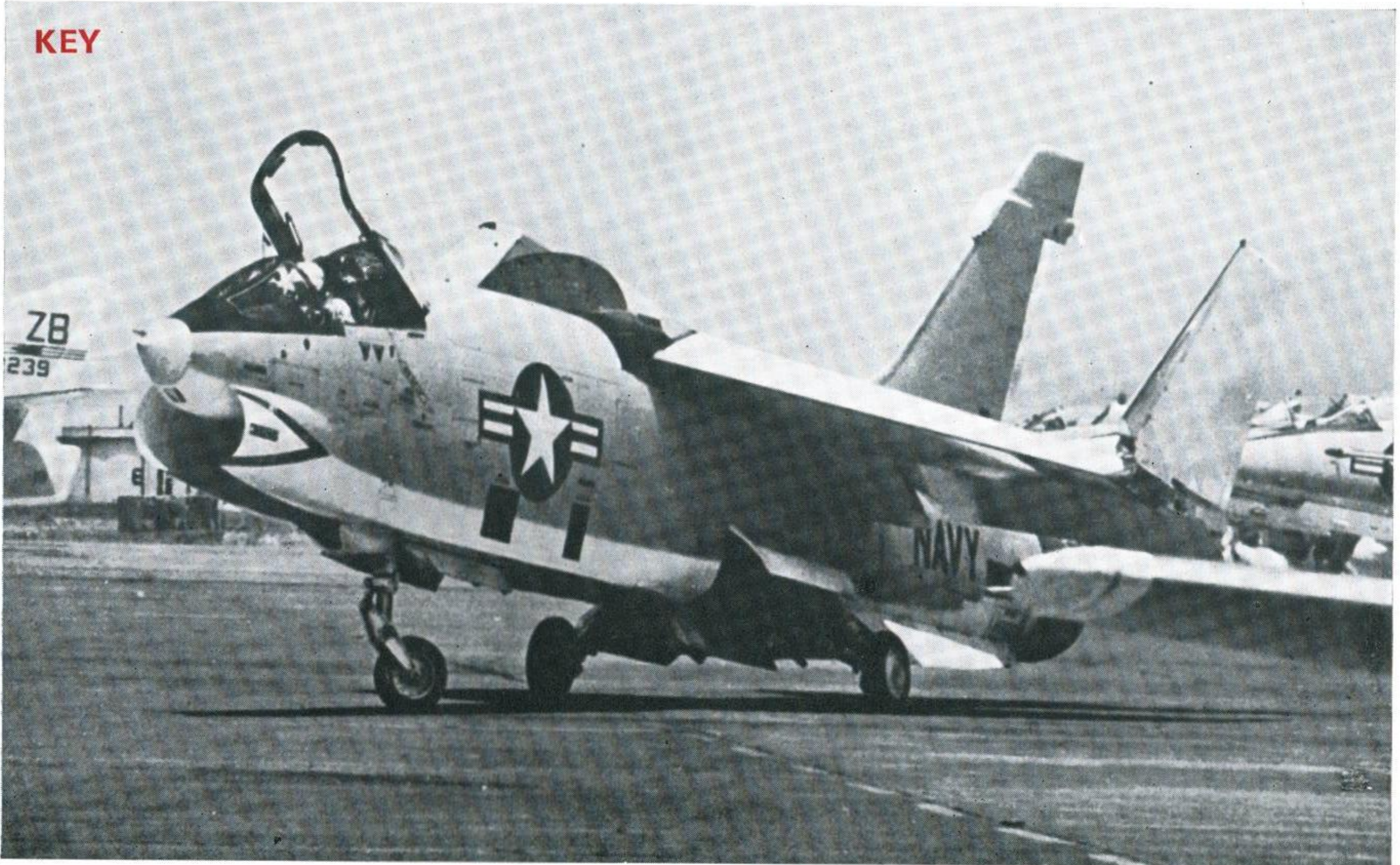
In plan view, in particular, the Corsair II is easily confused with other types of aircraft. But, tempting as it may be, do not be persuaded to make the comparison before you know the Corsair II; and to do this follow the instructions on page 144 and report the targets as Corsair II—or jokers.

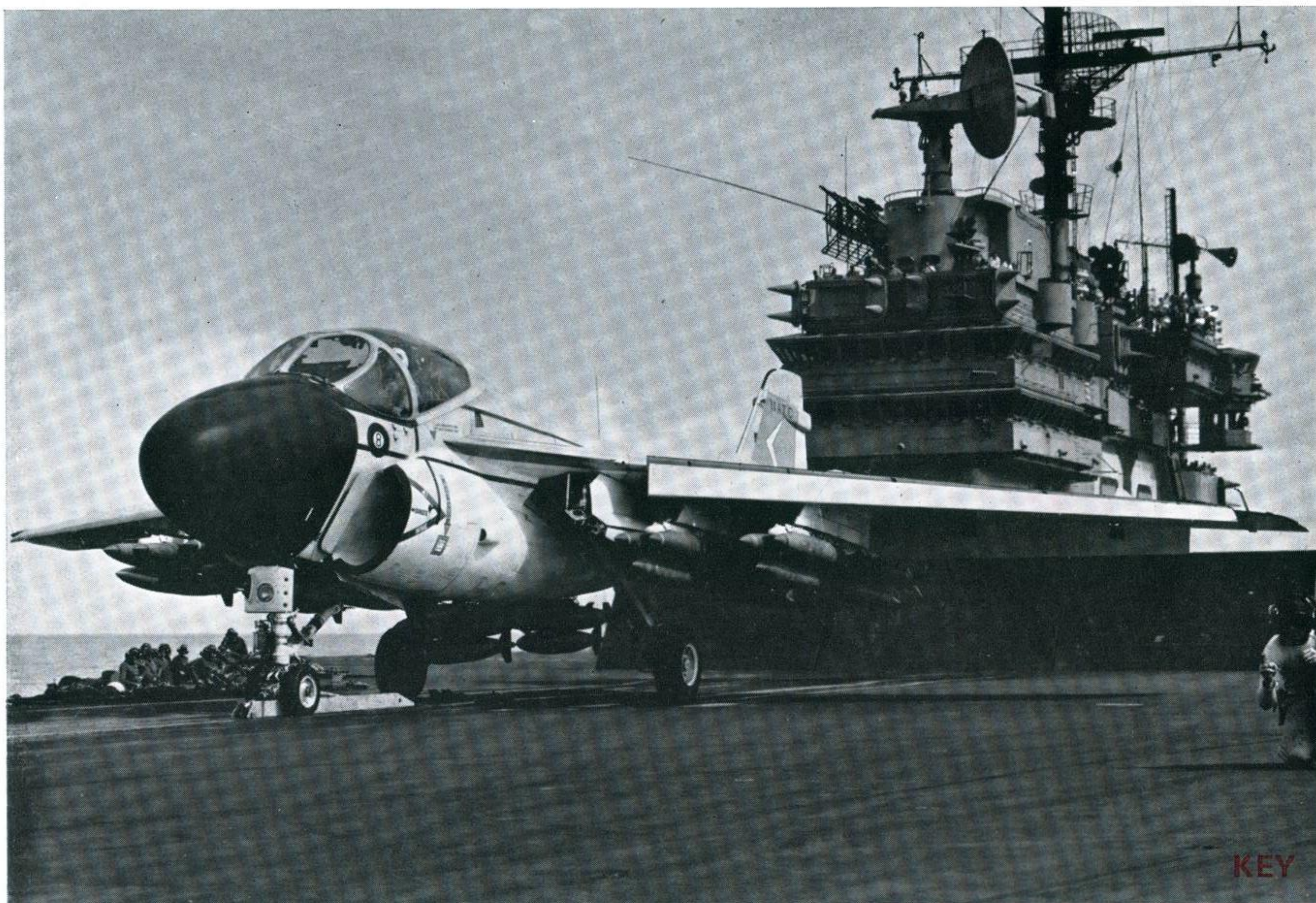
Span 38' 8 $\frac{3}{4}$ "



*Solutions on the cover*

**KEY**





## INTRUDER

First flown in April 1960, the two-seat Grumman A-6 Intruder was designed to meet a U.S. Navy requirement for a highly-sophisticated computerised attack and navigation system capable of covering long distances at low altitude by night and in all weather conditions, locating and attacking its target, and returning to its carrier without using outside navigational aids. The A-6A—the first version—was first used operationally over Vietnam in July 1965 (by attack Squadron 76 from the U.S.S. *Independence*) and is currently serving with both the U.S. Navy and the U.S. Marine Corps. The A-6A is designed to carry both tactical nuclear and

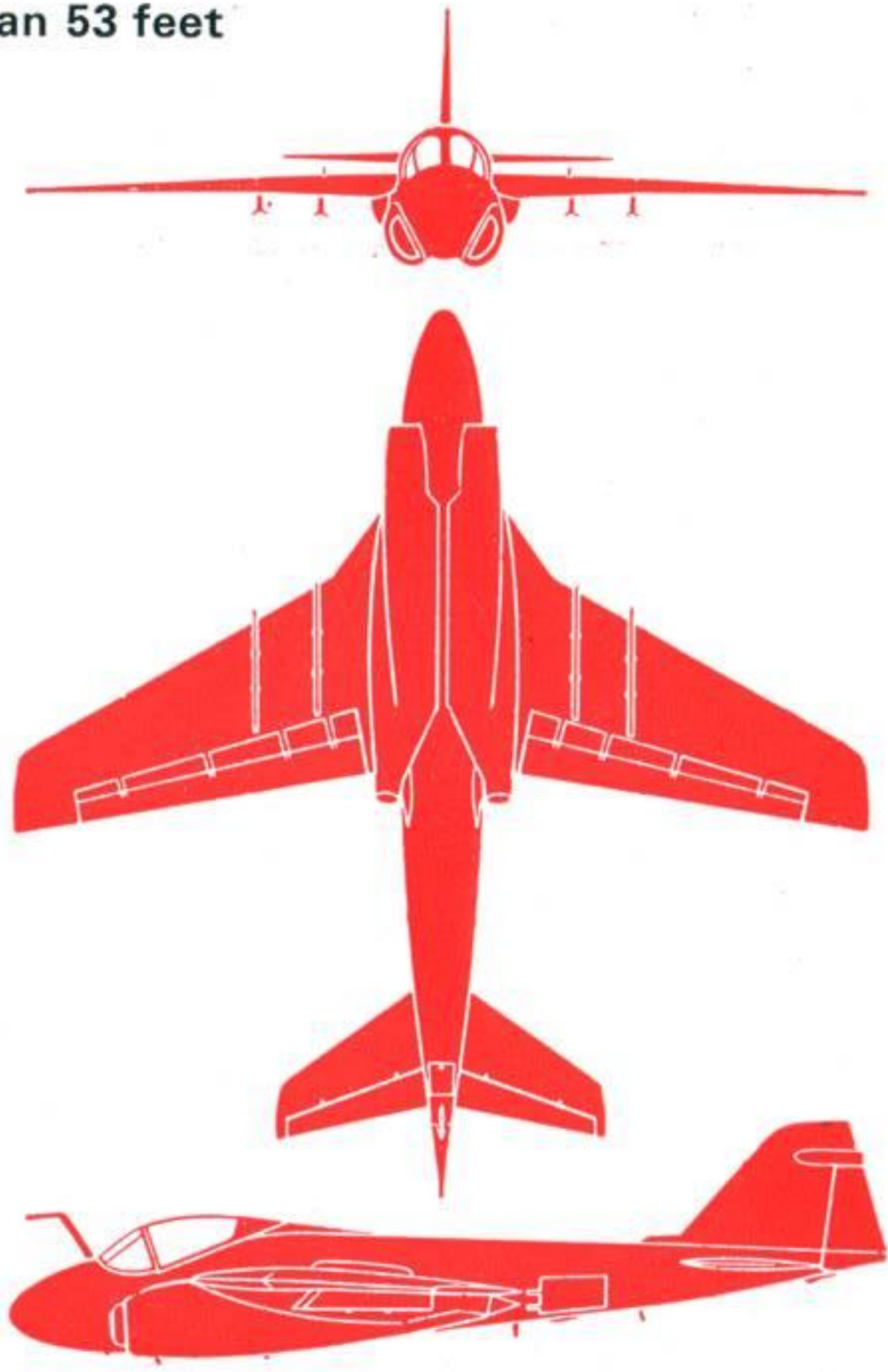
conventional weapons on five external pylons, its maximum offensive load for limited-range strikes being 15,000 lb. Power plants are two Pratt and Whitney J52-P-8A turbojets each of 9,300 lb. st. and these give the A-6A a maximum speed of 685 m.p.h. at sea level.

A tanker adaptation of the A-6A has been flown while another version is the EA-6A which has been designed for electronics counter-measures but retains partial strike capability. The EA-6B will be a four-seater ECM version with its forward fuselage lengthened by 40 inches; much of the avionics will be pod-mounted.

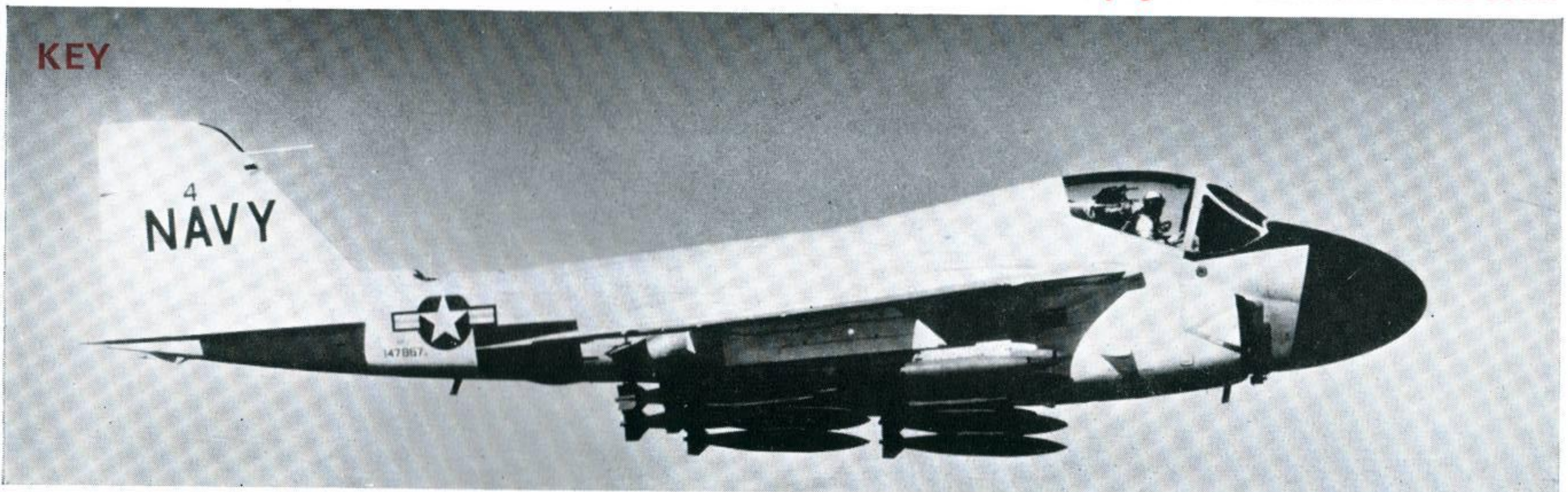
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Span 53 feet

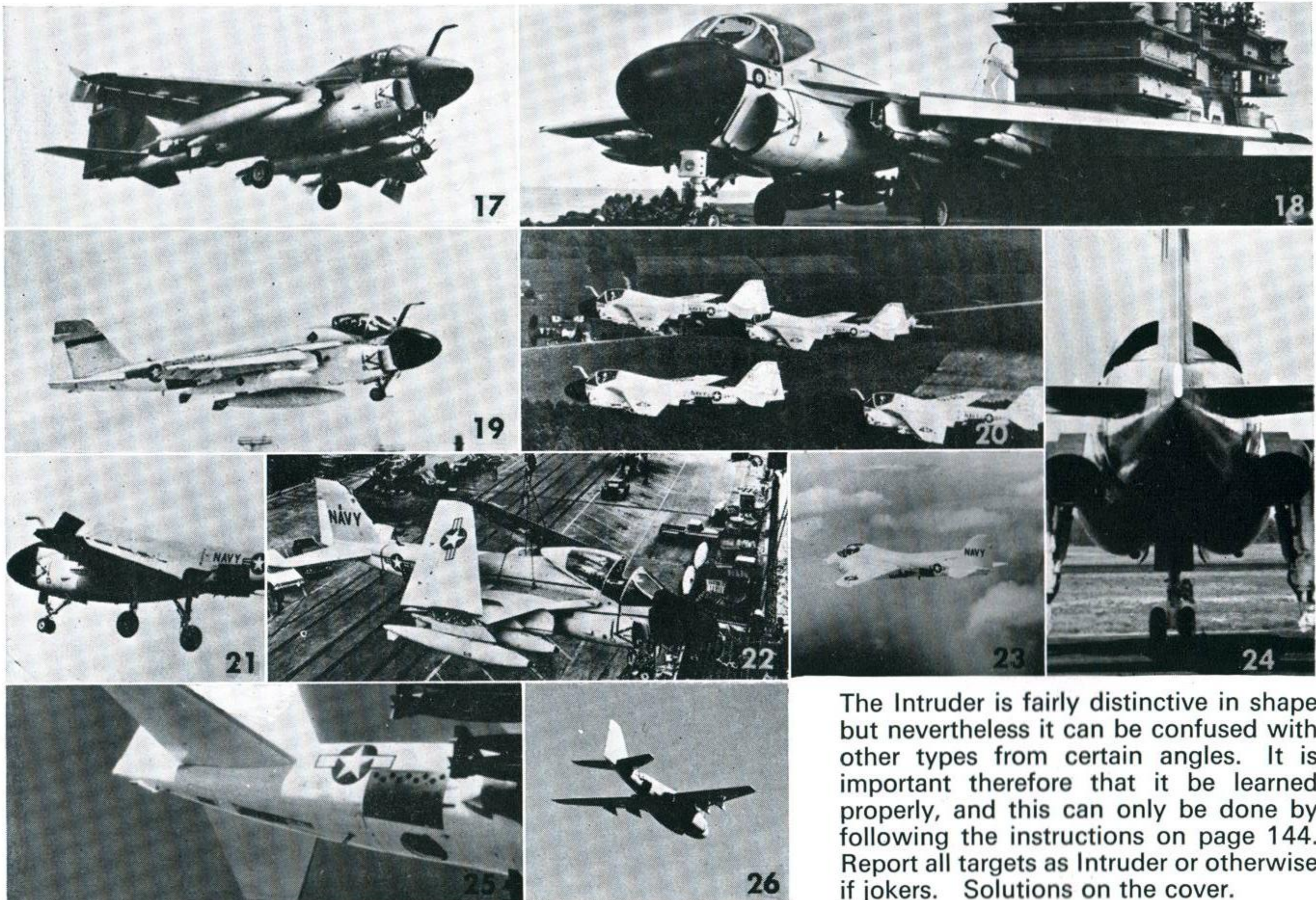


Lesson instructions on page 144 Solutions on the cover



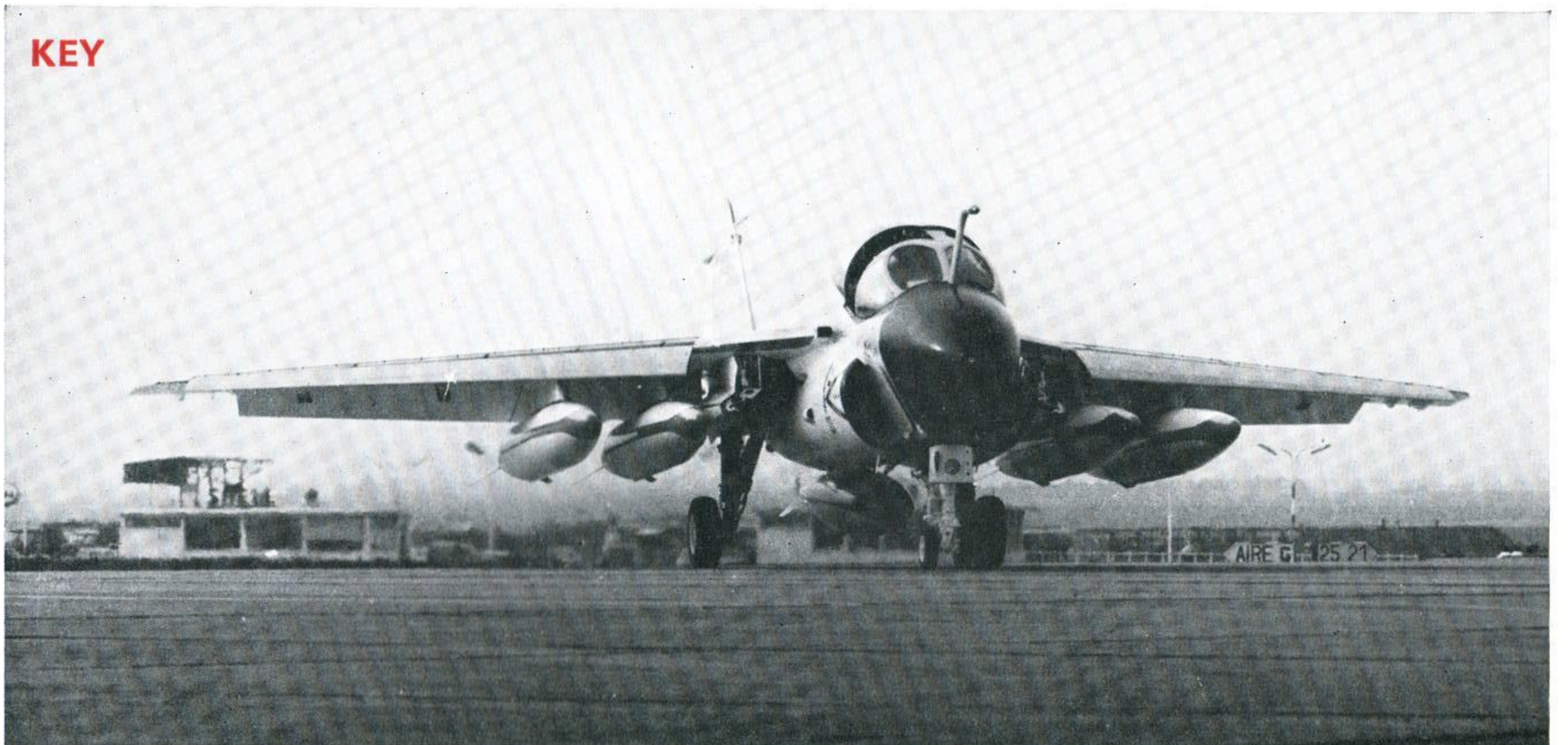
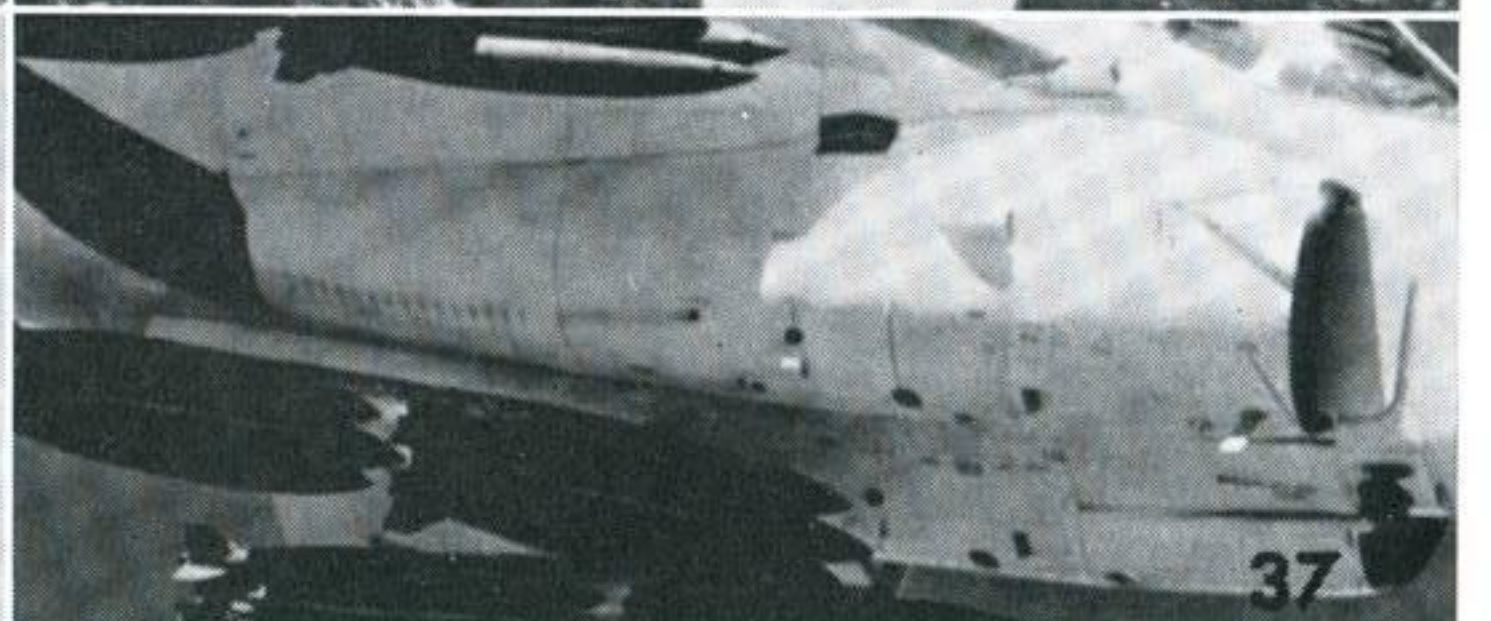
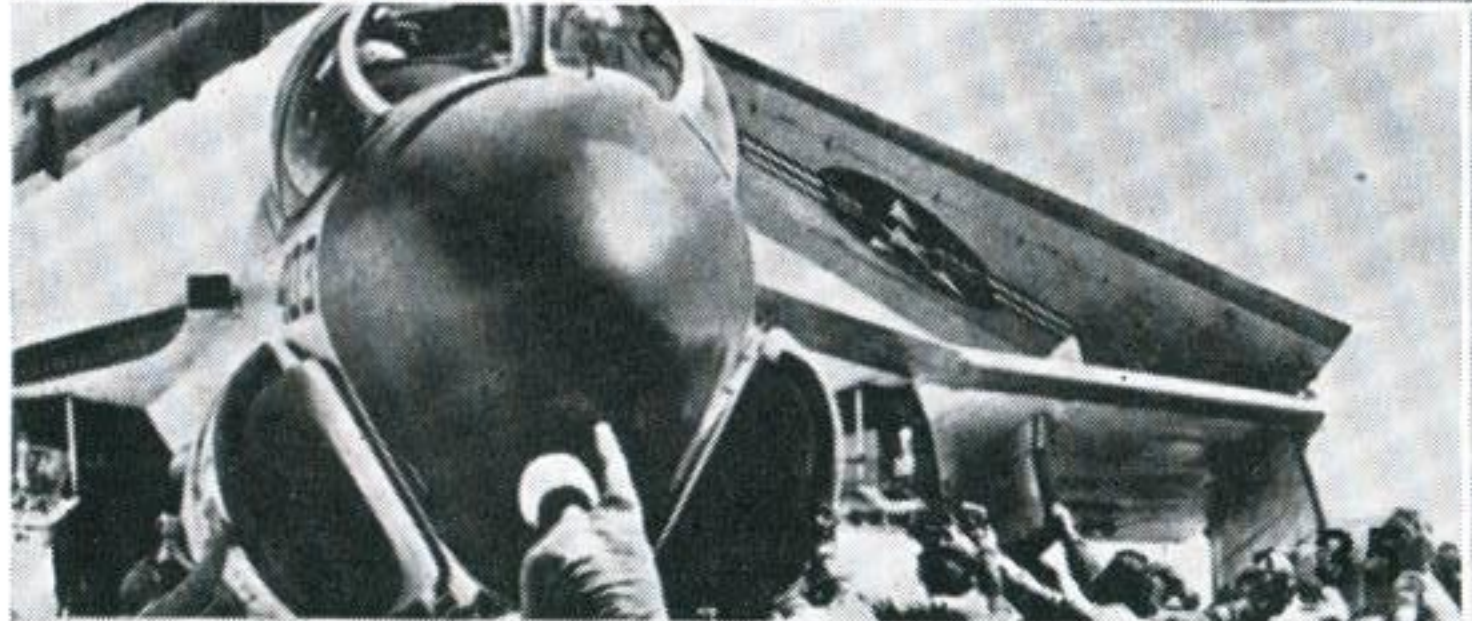
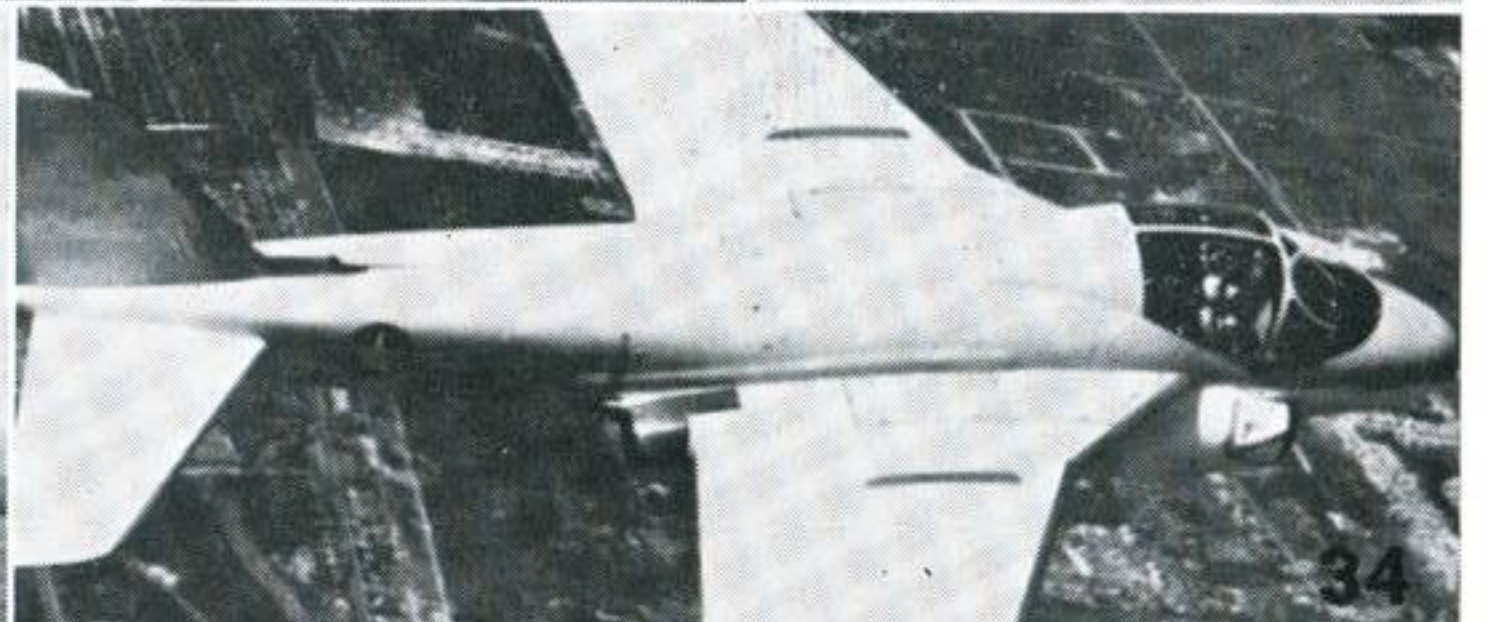
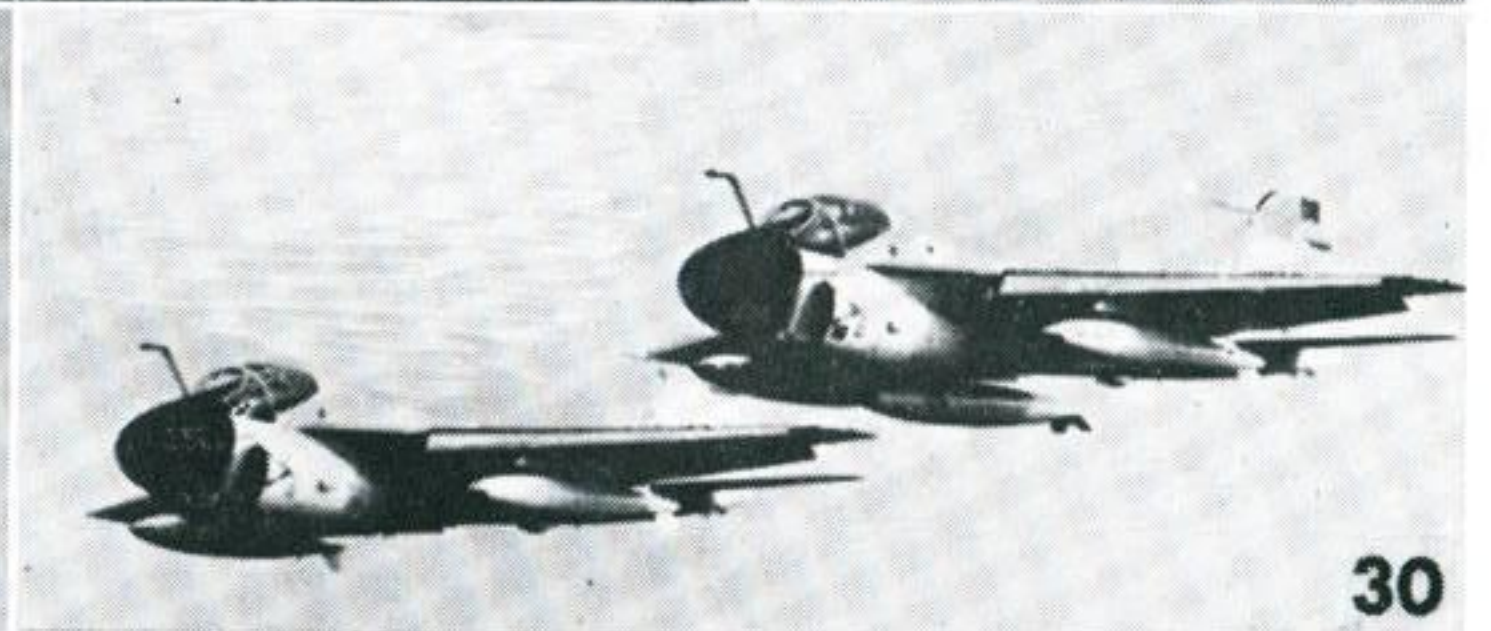
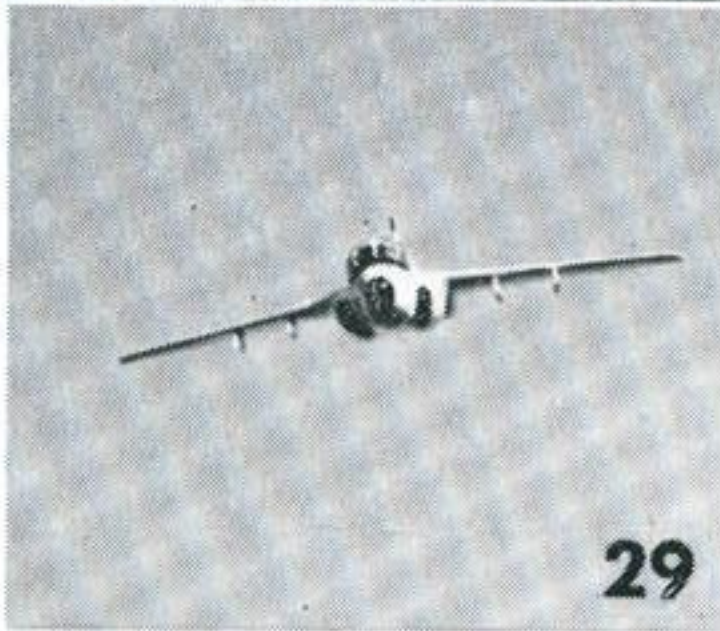
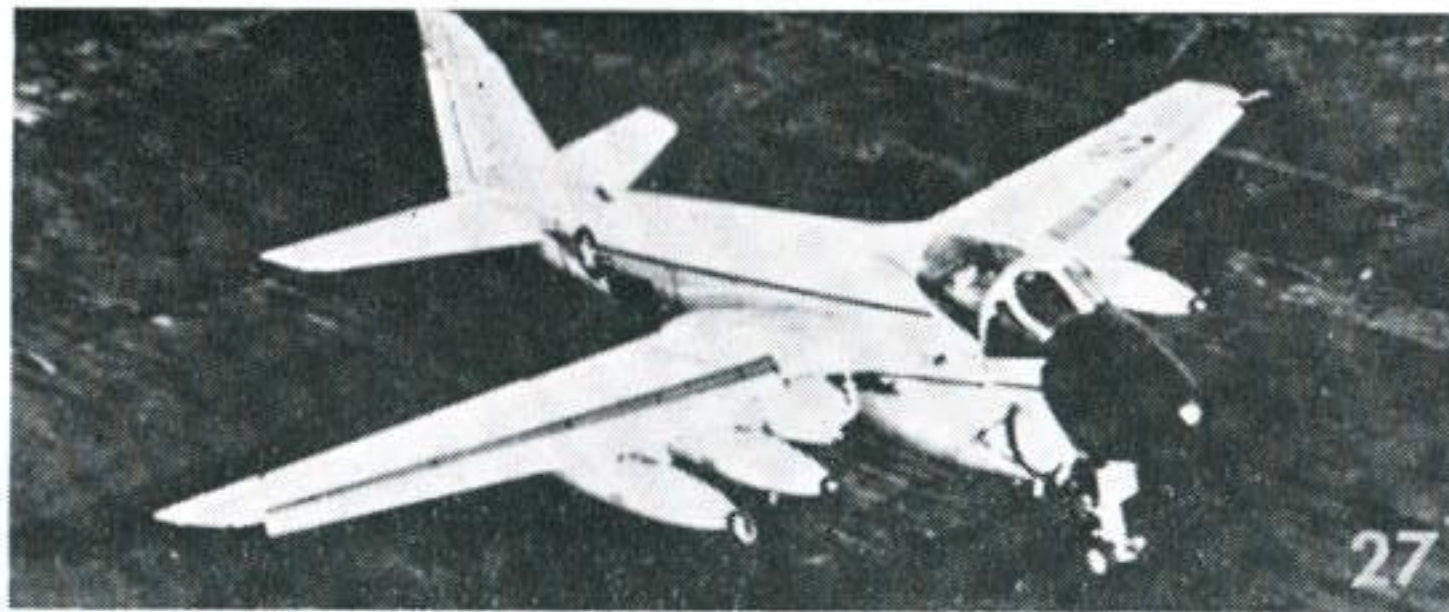


**INTRUDER** *continued*



The Intruder is fairly distinctive in shape but nevertheless it can be confused with other types from certain angles. It is important therefore that it be learned properly, and this can only be done by following the instructions on page 144. Report all targets as Intruder or otherwise if jokers. Solutions on the cover.

Span 53 feet



# YP-408

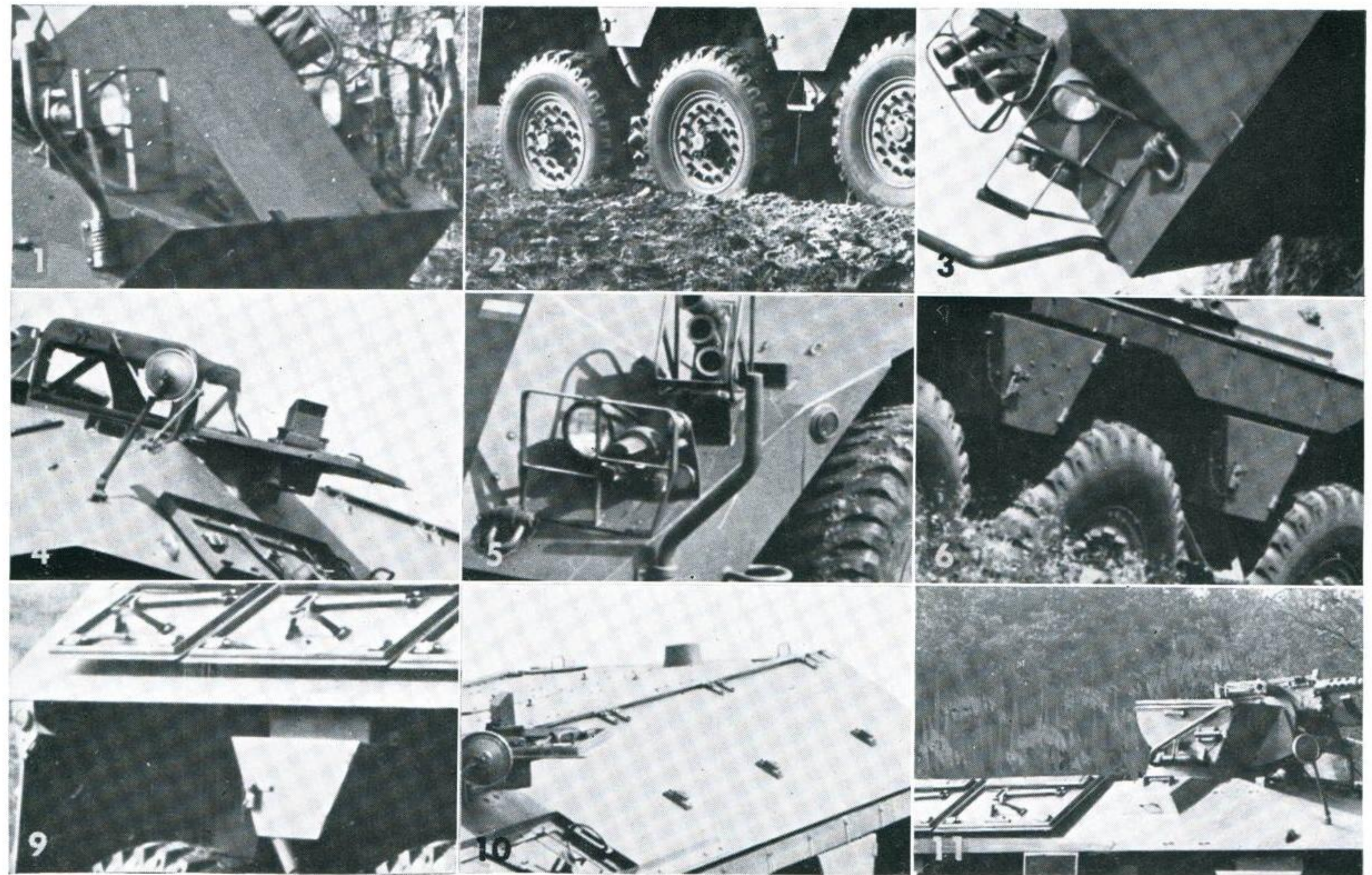
Armoured Personnel Carrier



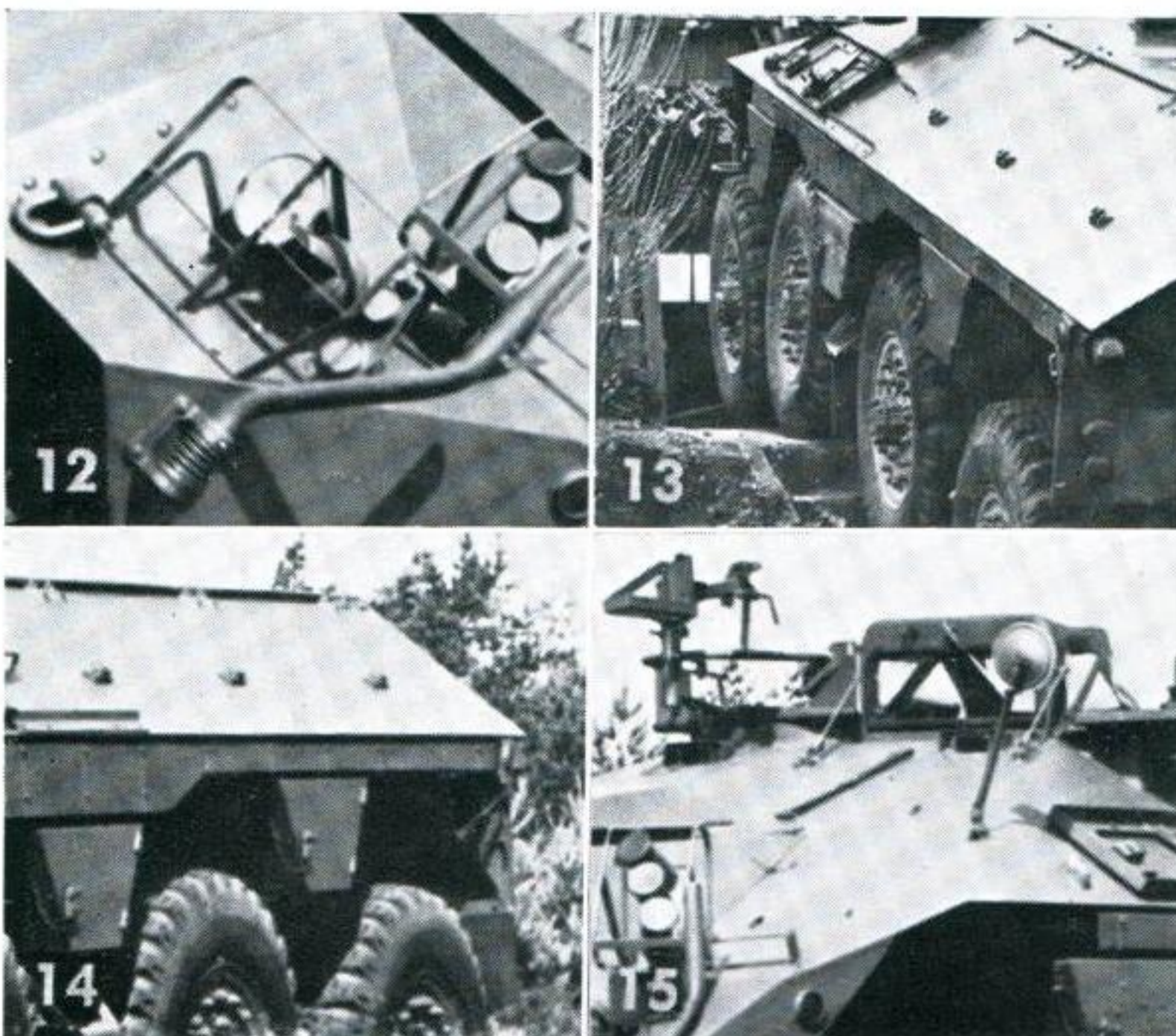
The YP-408 is an interesting eight-wheeled armoured carrier produced in the Netherlands by the Van Doorne's Automobielfabriek N.V., or D.A.F., on the basis of their earlier, six-wheeled YA-328 unarmoured artillery tractor. One of the consequences of this is that only six of its eight wheels are driven: the second pair is steered, like the first, but it is not driven its function being to help spread the weight of the vehicle between a greater number of wheels and to assist in the crossing of transverse, ridge-type obstacles.

Unlike almost all other wheeled armoured vehicles based on truck, or tractor, chassis, the

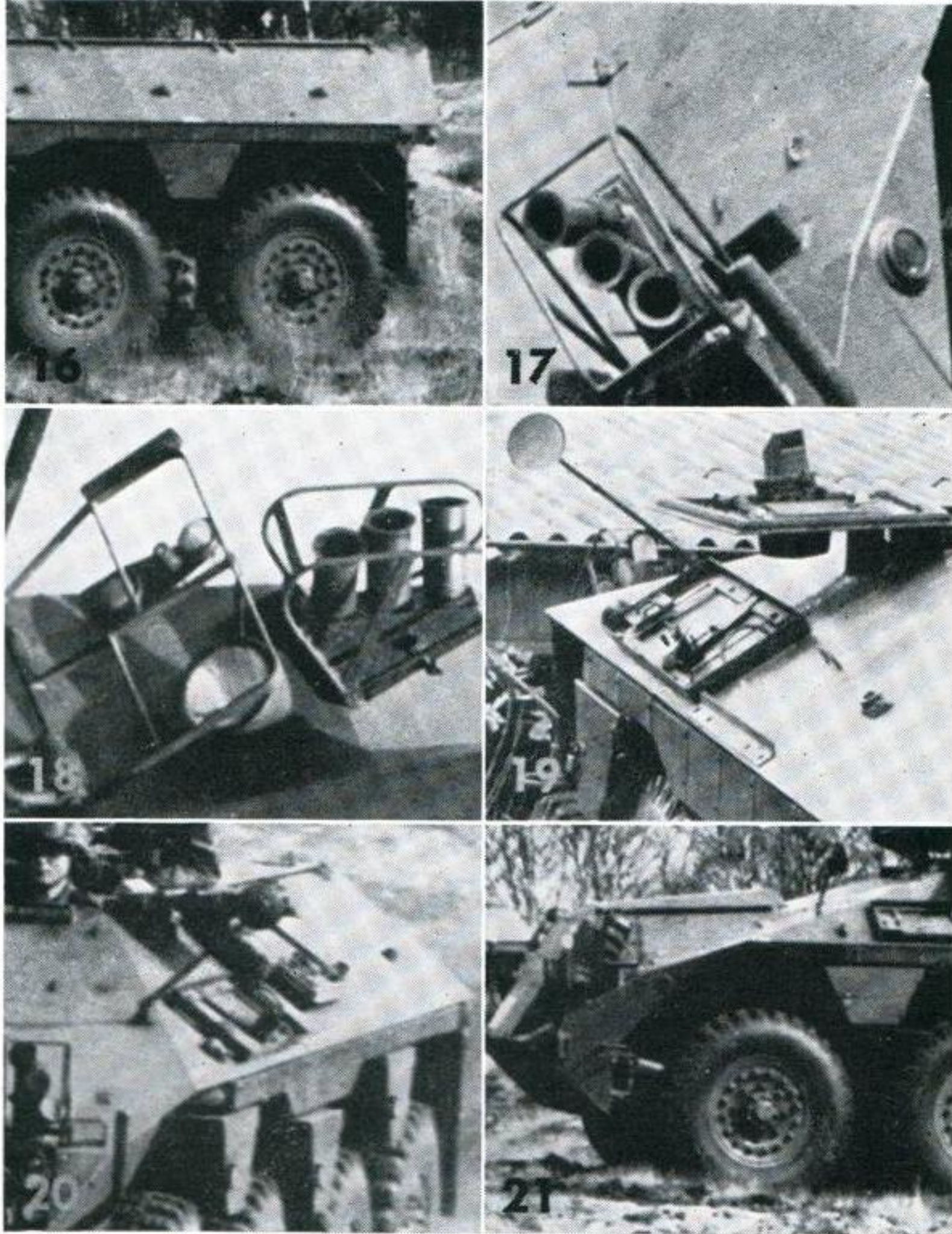
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*Lesson instructions on page 144 Solutions on the cover*



continued



KEY

Lesson instructions on page 144 Solutions on the cover

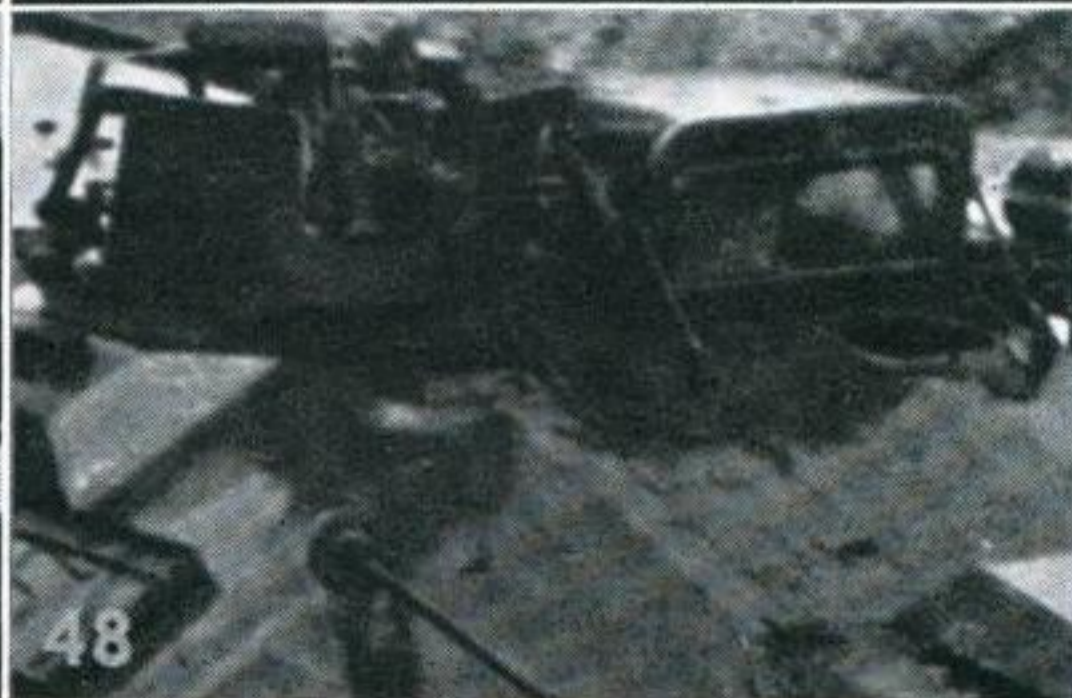
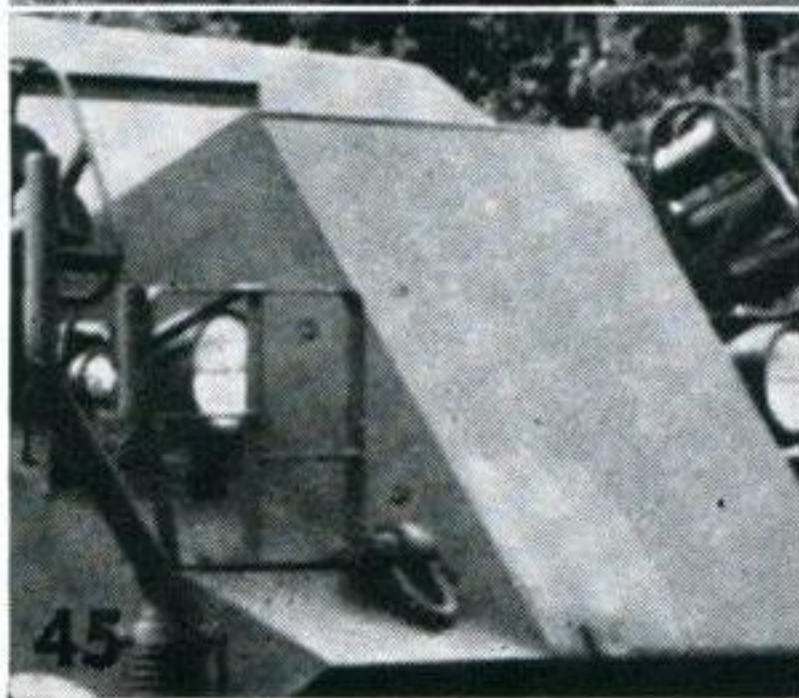
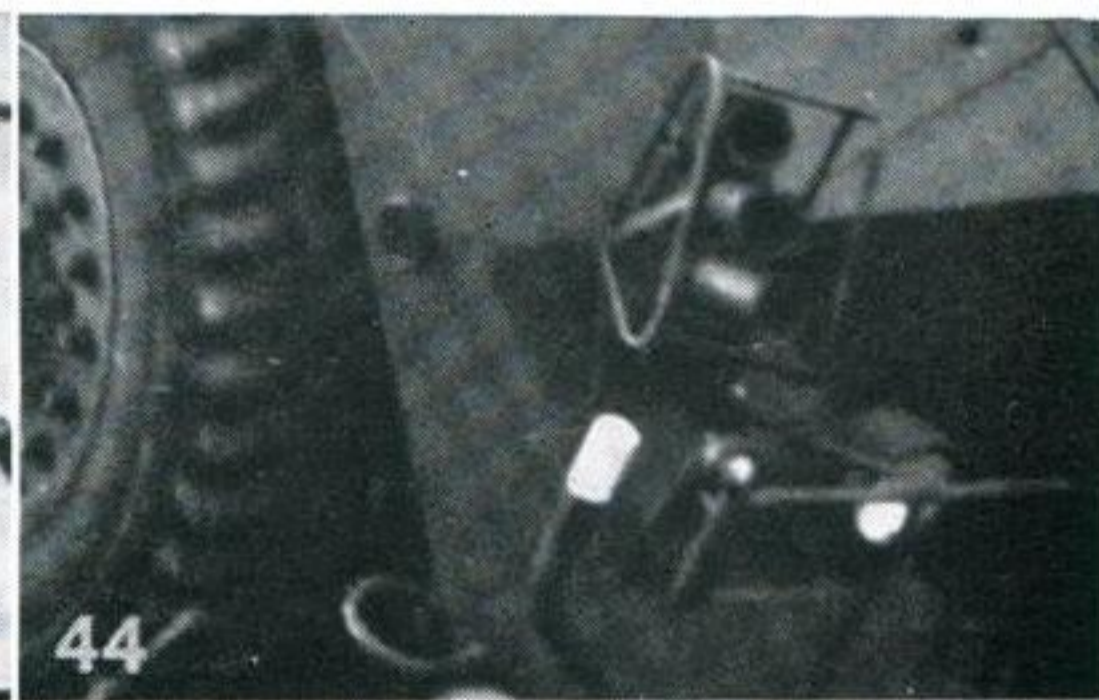
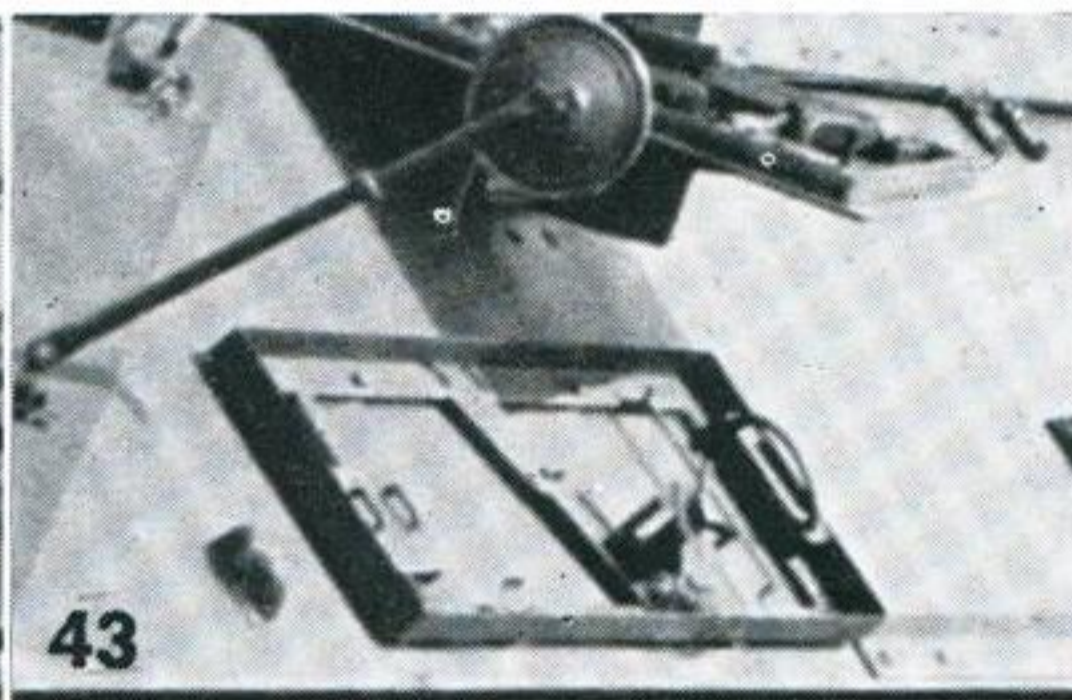
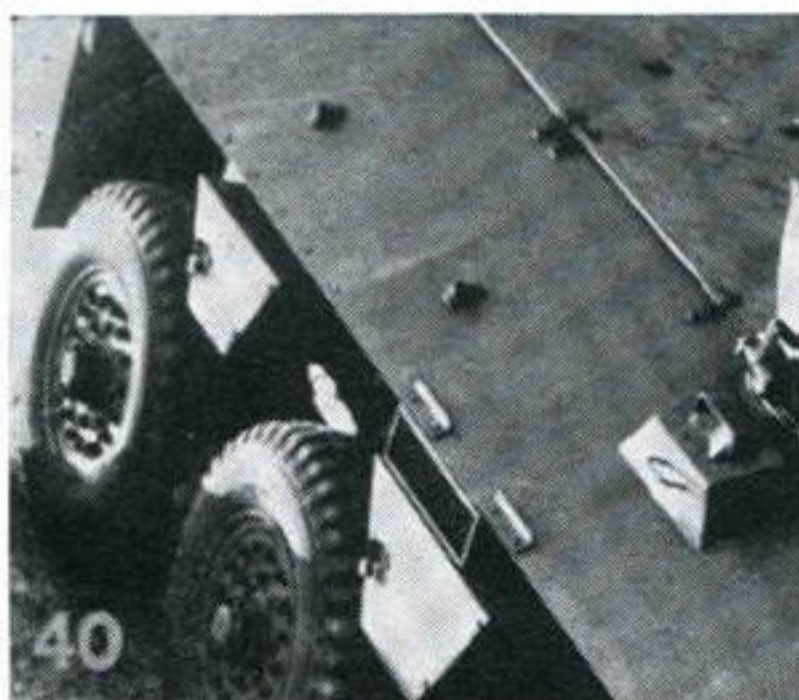
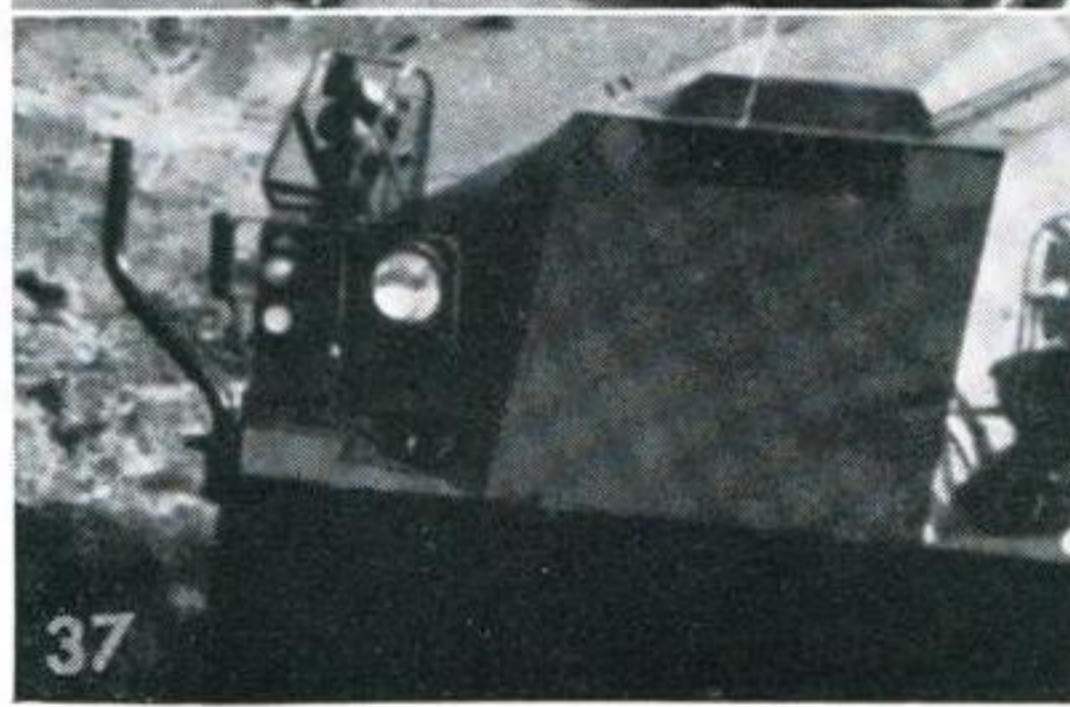
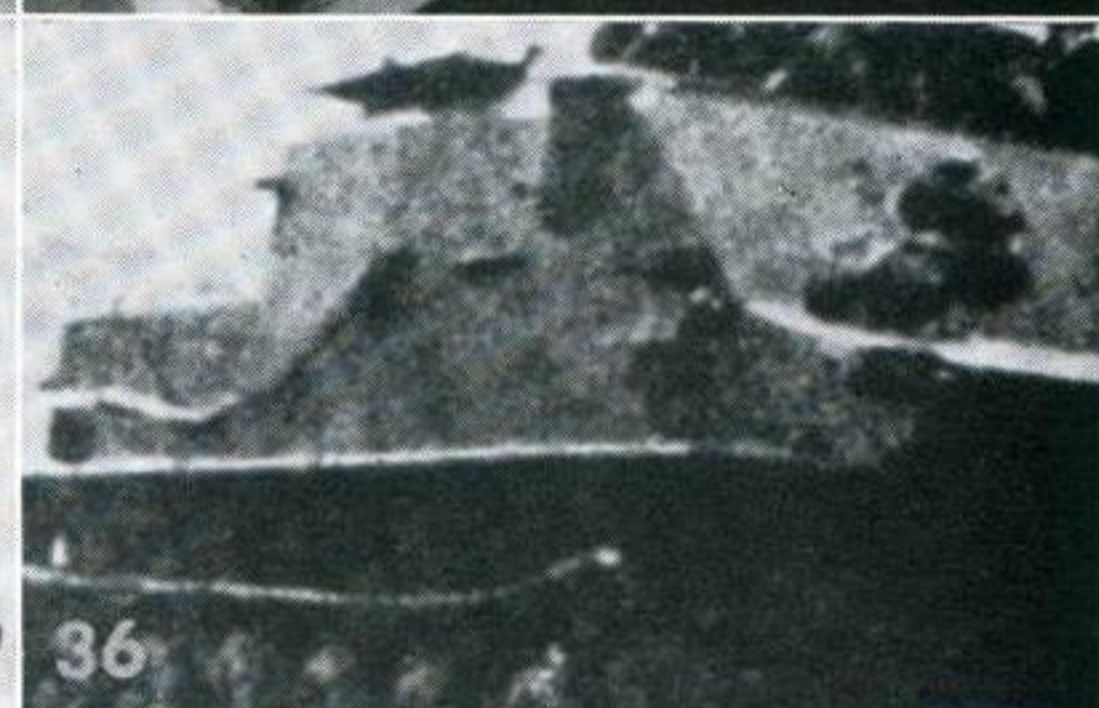
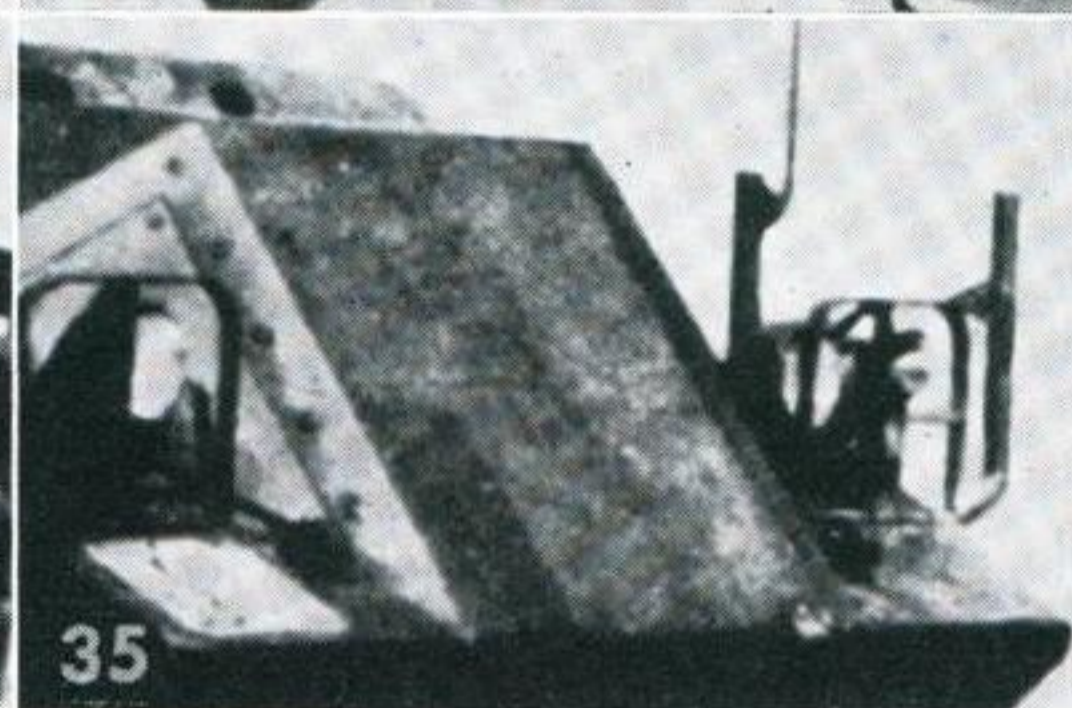
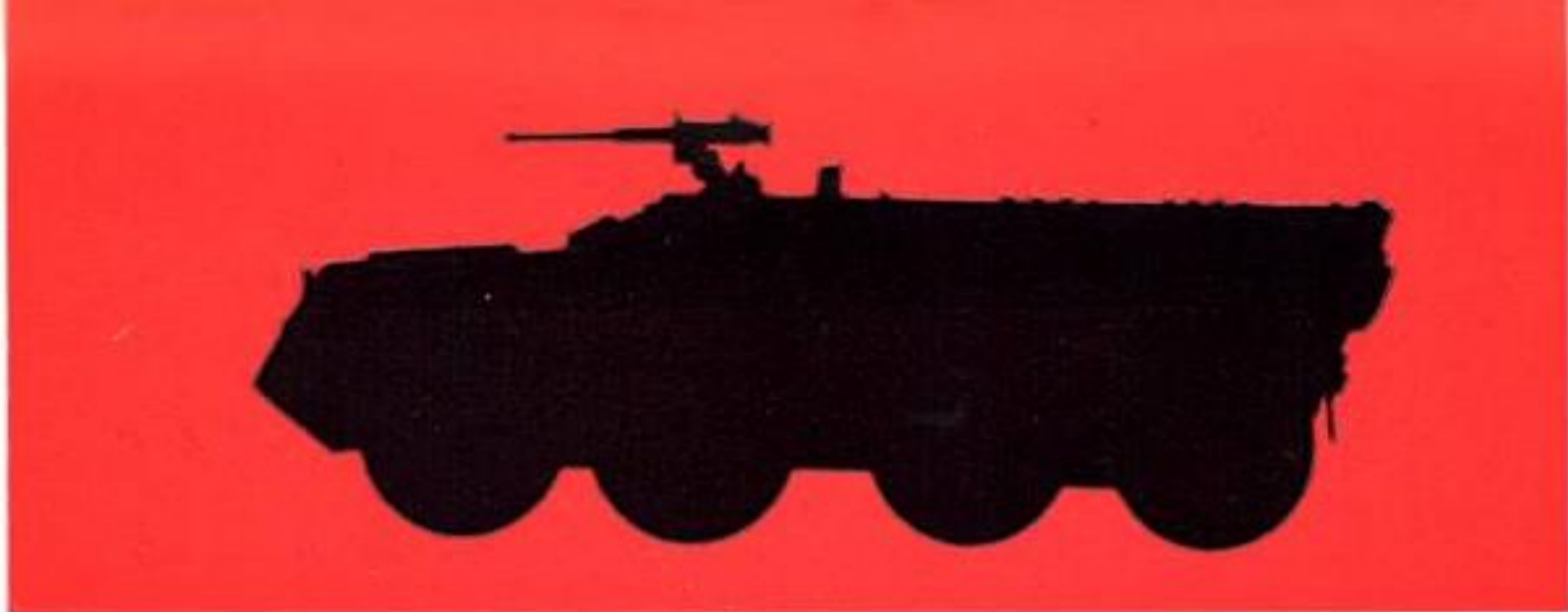
YP-408 has a commendably low silhouette. In fact, it is only 6 feet high and yet it is roomy enough to accommodate 12 men, including the driver. It also has well sloped armour plates and rear access doors which make for ease of entry and exit. All this makes the YP-408 an effective armoured personnel carrier and it has been used in this role for several years by the mechanised infantry battalions of the Netherlands Army.

continued overleaf

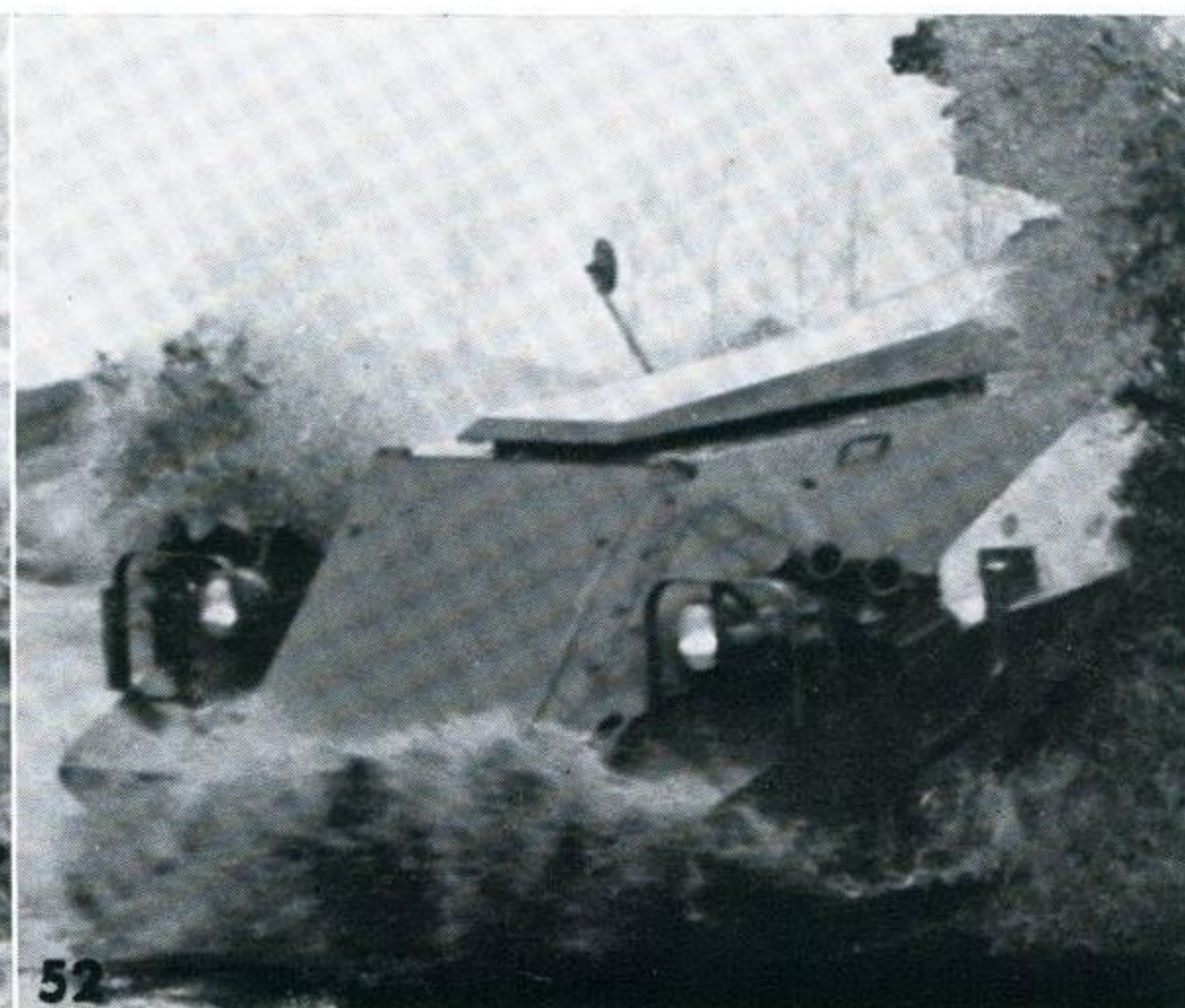


# YP-408

Armoured Personnel Carrier



# YP-408 Armoured Personnel Carrier



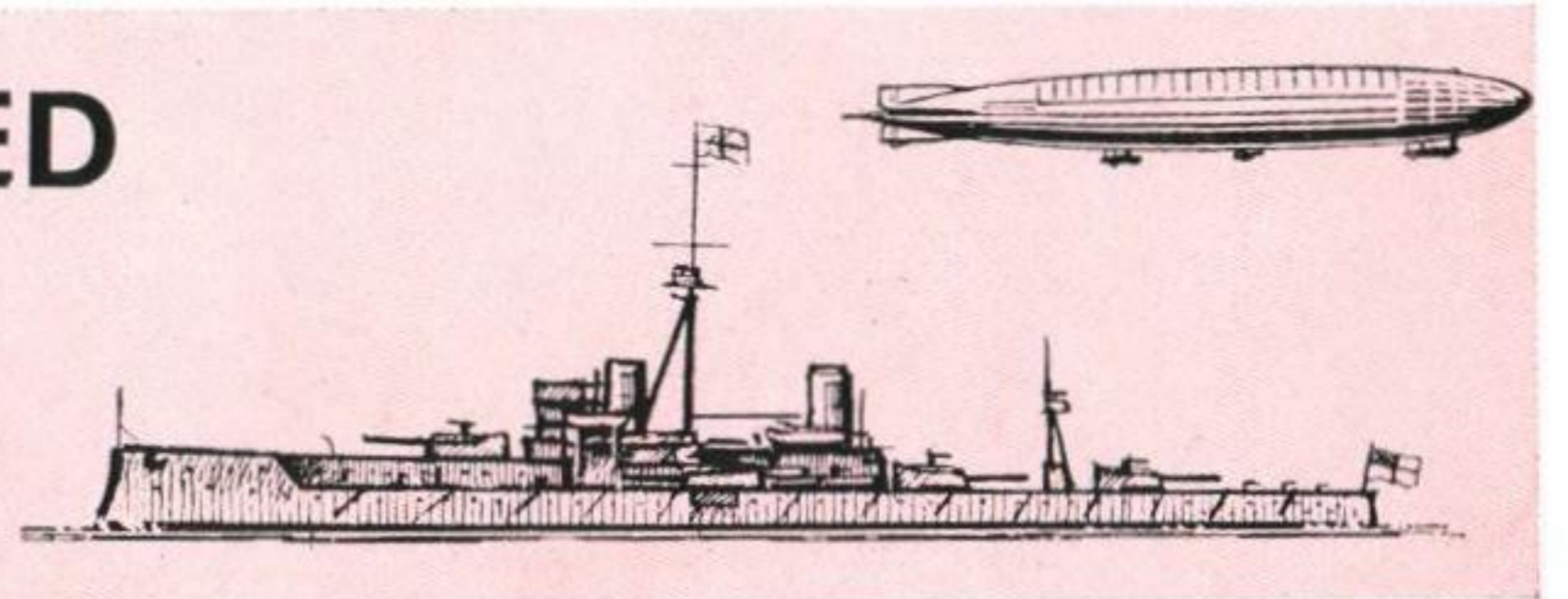


Its eight wheels make the YP-408 relatively easy to recognise. In fact, there is only one other eight-wheeled armoured vehicle in service at present, the Soviet BTR-60P, which was the subject of a lesson in the May 1967 issue of the *Journal*. There are, however, several differences between the two, the most obvious being that the engine of the YP-408 is at the front while that of the BTR-60P is at the rear. Before attempting any comparisons, make sure you know the YP-408.

Lesson instructions on page 144 Solutions on the cover



# H.M. NUCLEAR POWERED SUBMARINE "DREADNOUGHT"



This submarine was the first nuclear-powered craft in the Royal Navy. Designed as a hunter-killer she was laid down at Vickers-Armstrong yard, Barrow, in June 1959 and commissioned in 1963. Her distinctive "whale back" hull with tall fin or conning tower was British built but the nuclear plant was manufactured in the United States. She has high underwater speed and her total cost was about  $18\frac{1}{2}$  million pounds. The standard displacement is 3,000 tons, the length 265 feet and complement, 11 Officers and 77 Ratings.

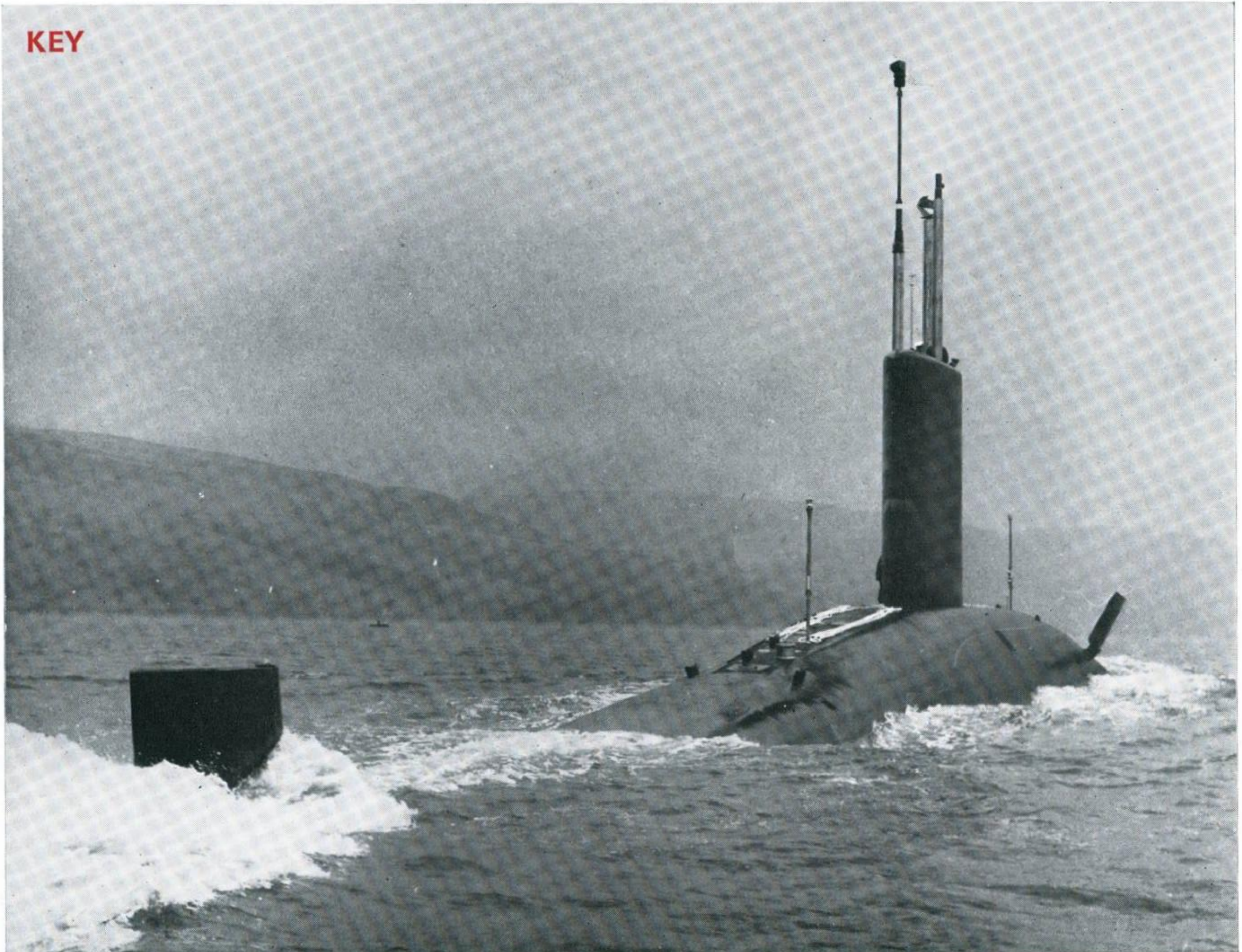
In appearance she is quite distinctive with the whale hull and tall fin which has the appearance of raking slightly backwards. On the surface she has a prominent rudder-fin and her forward hydroplanes are set

almost at deck level. It is by this latter feature that she may be distinguished from her slightly larger consort, "Valiant" which was entirely of British construction and which joined the fleet in April 1967.

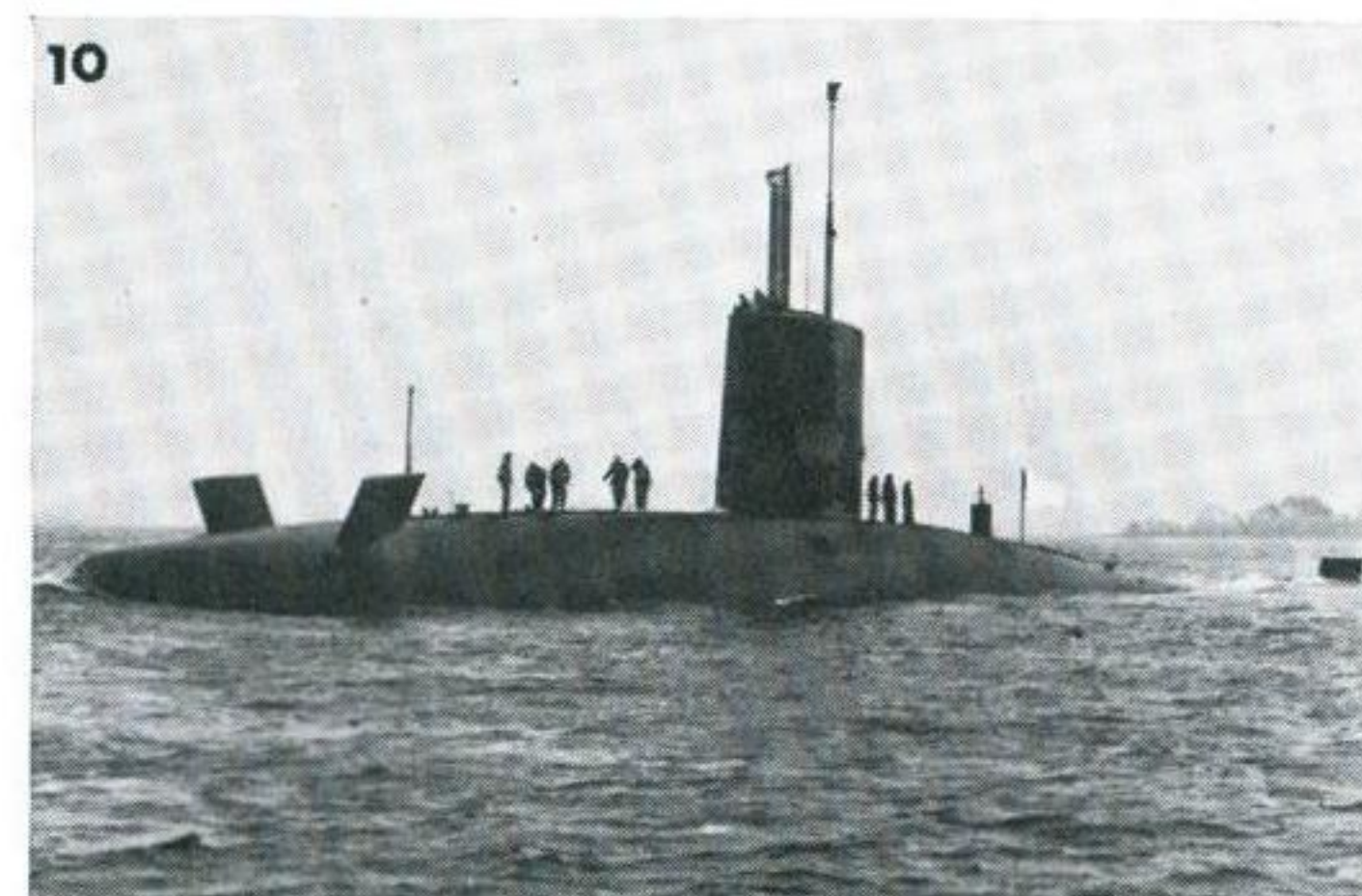
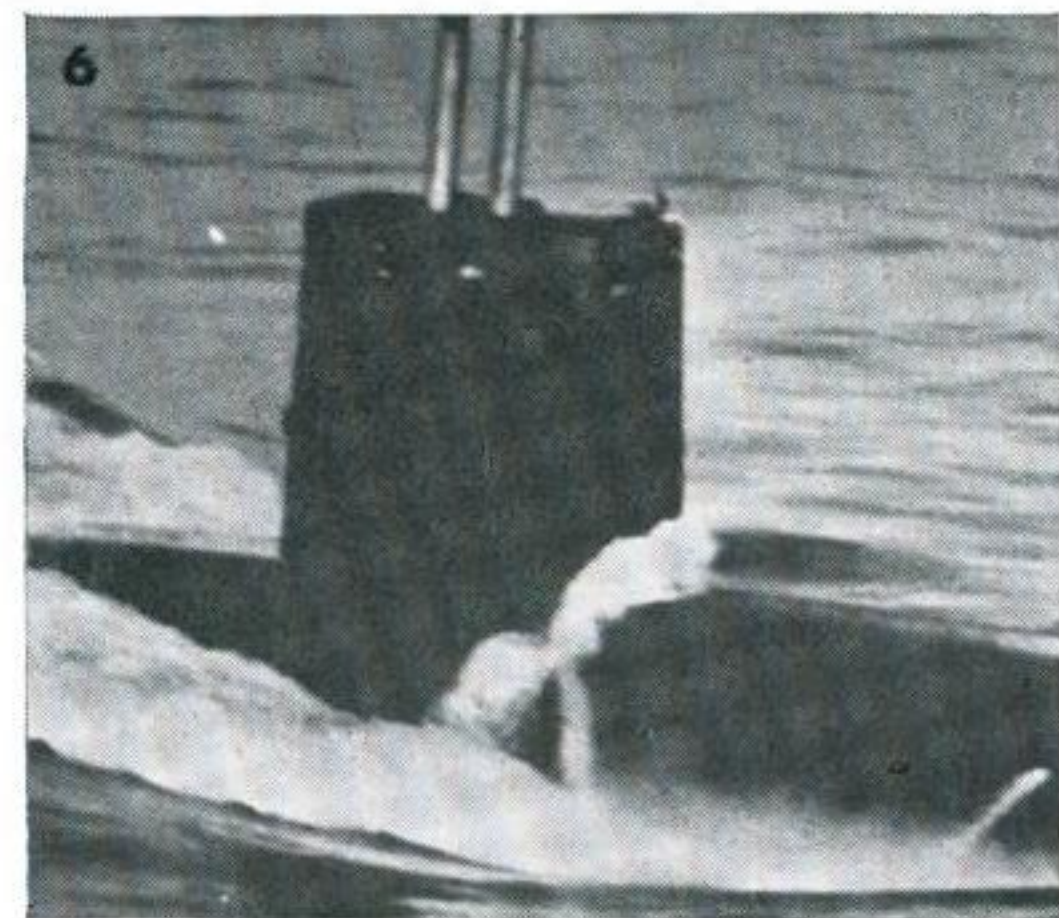
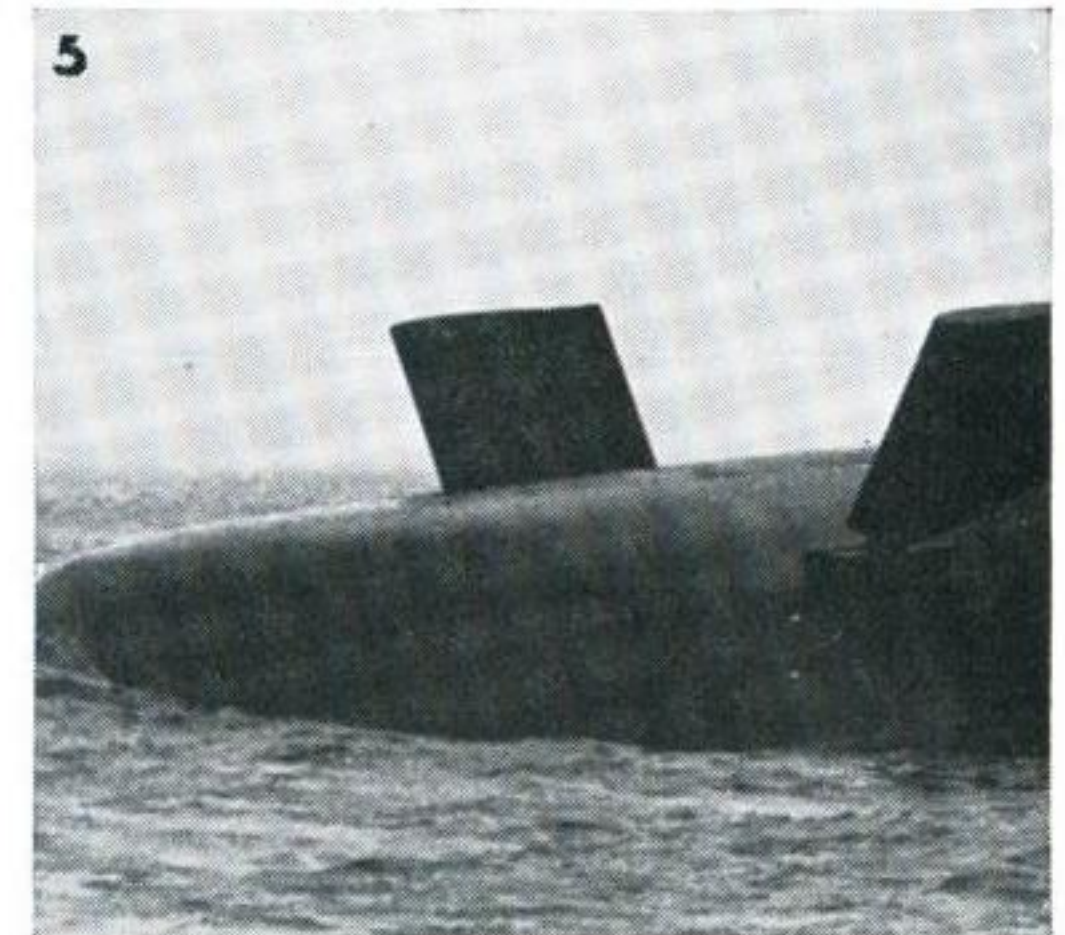
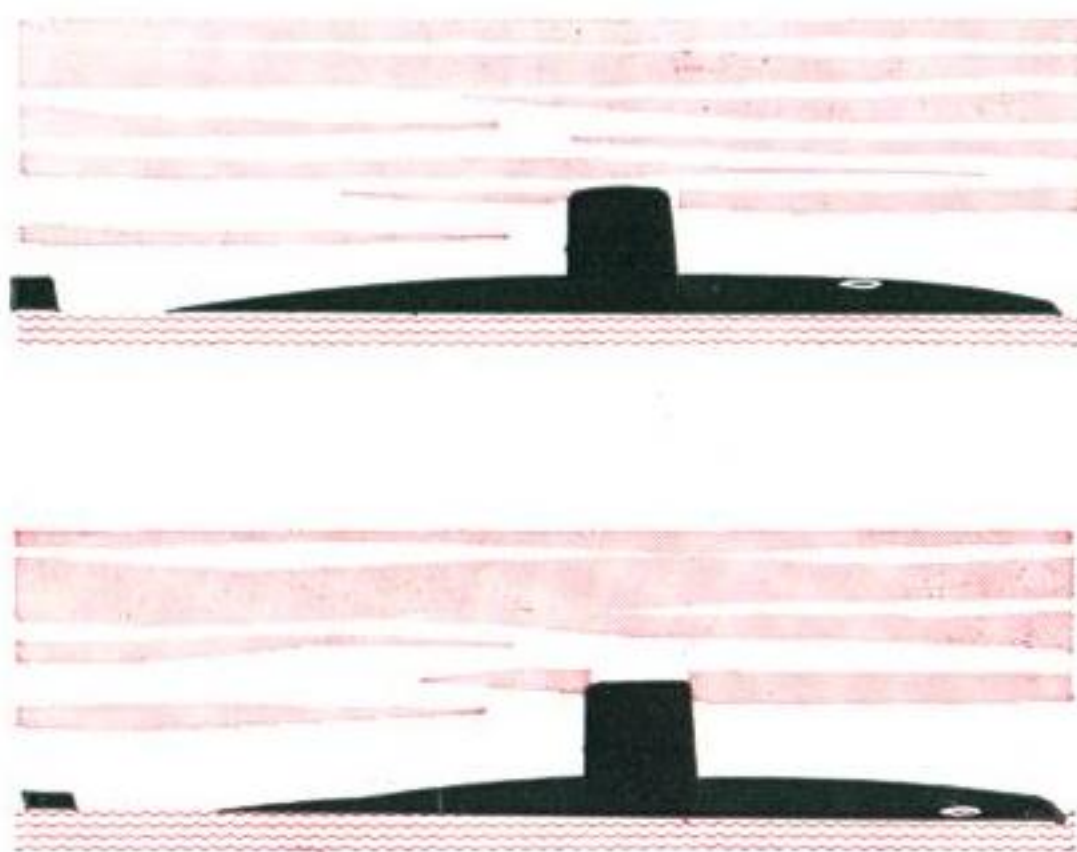
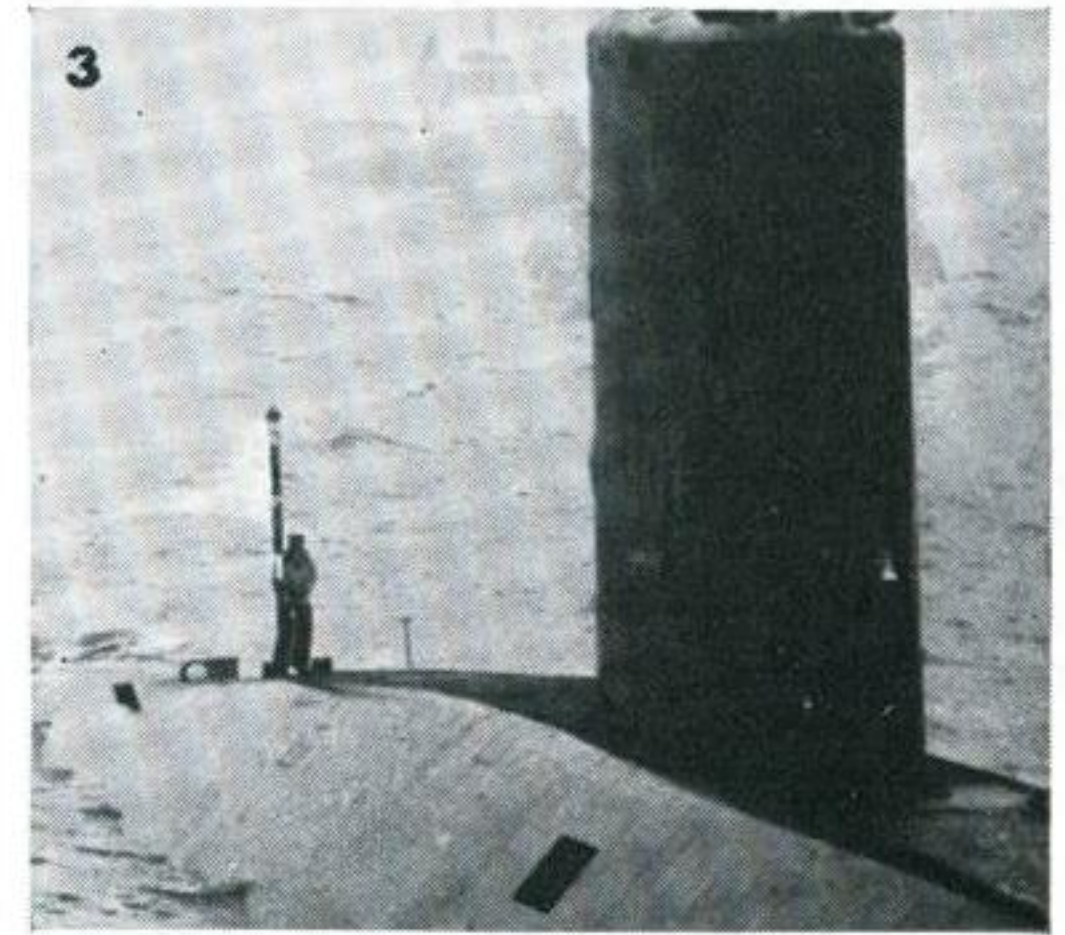
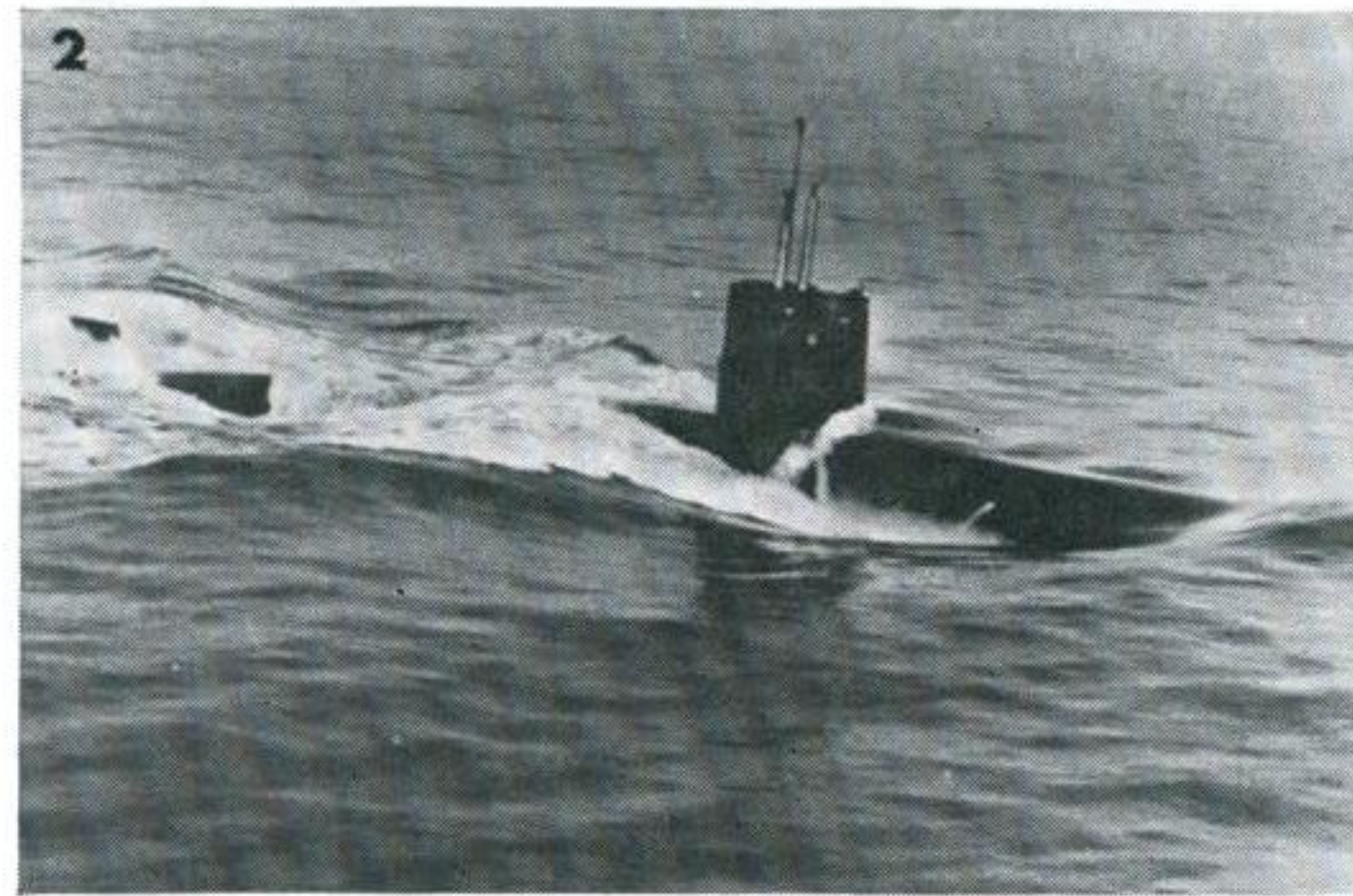
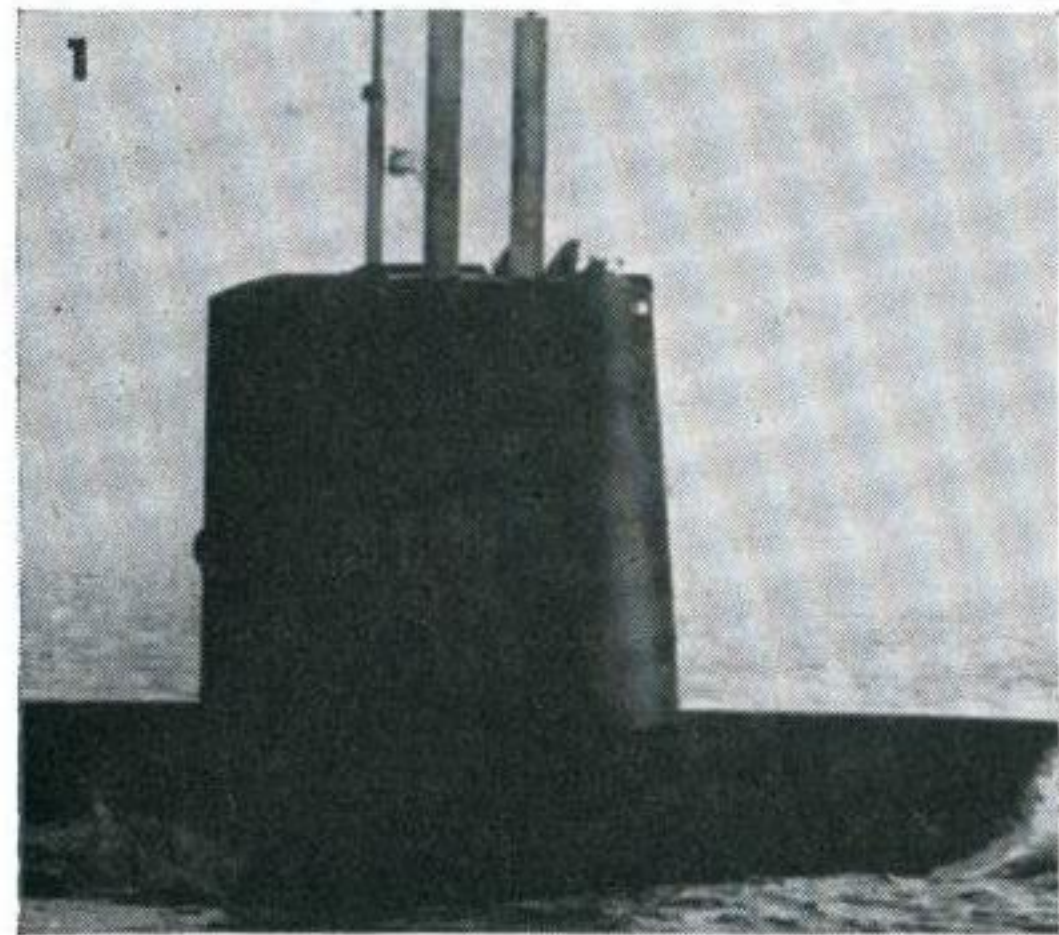
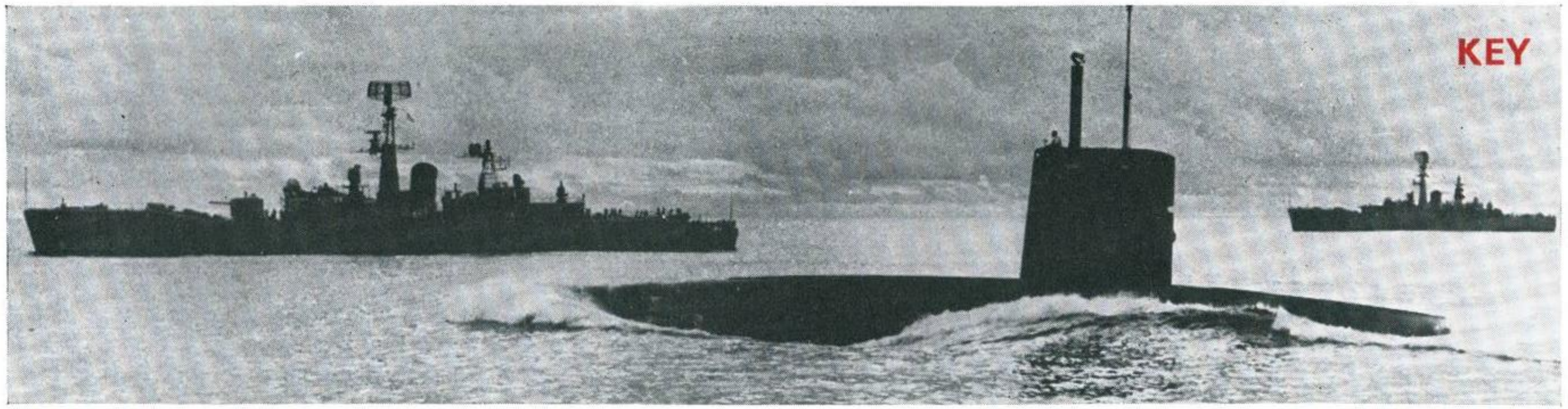
The inset drawing represents the battleship "Dreadnought" of 1907—the first all-big gun warship in the world and which gave her name to the succeeding capital ships of all nations until they became overtaken by developments and rendered obsolete in about 1961. (Incidentally, the aircraft is a Zeppelin on reconnaissance).

The third submarine of this class, named "Churchill", has not yet been laid down.

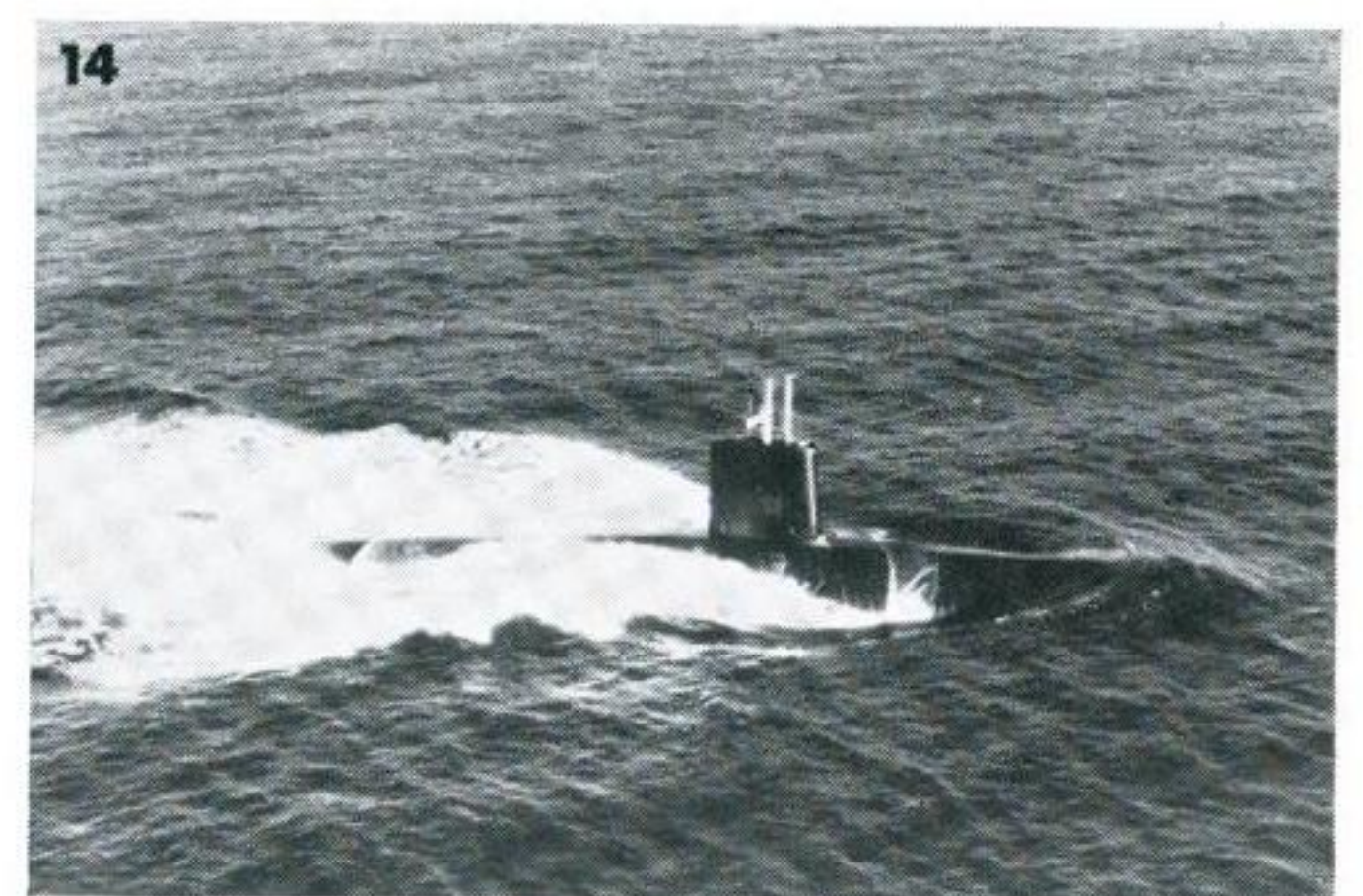
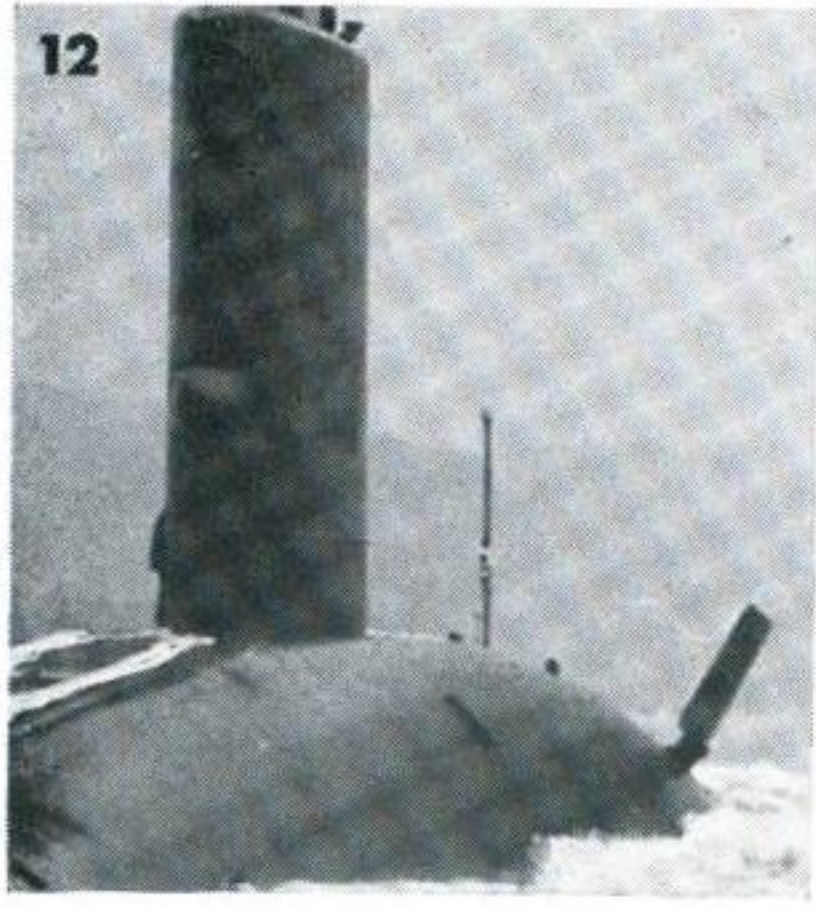
*Lesson instructions on page 144 Solutions on the cover*



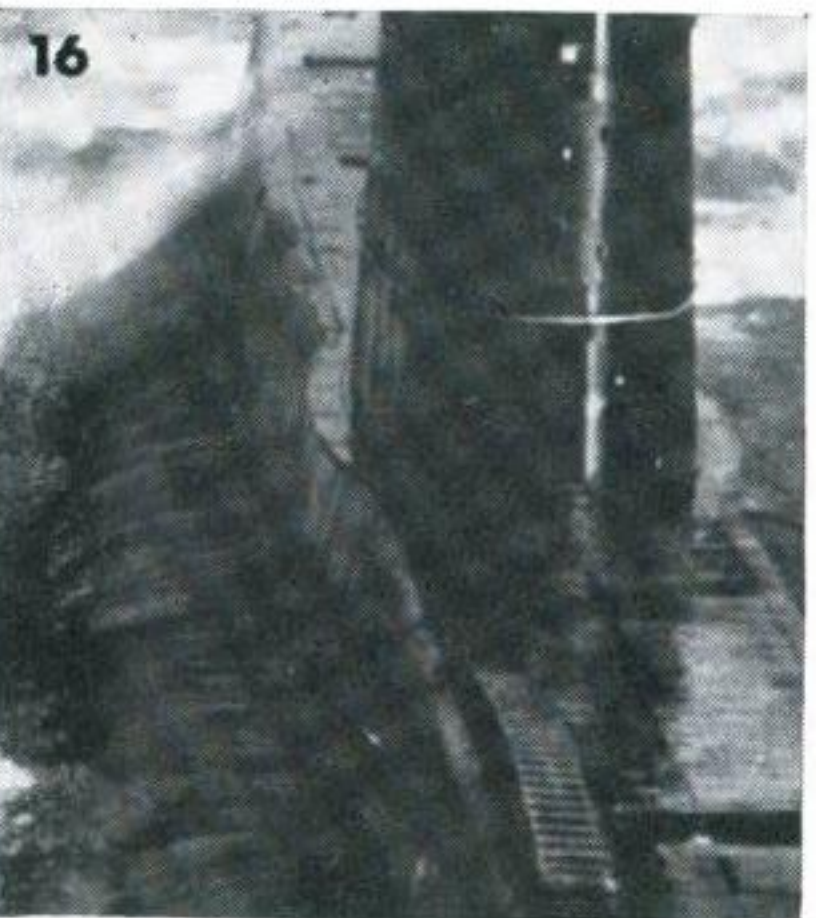
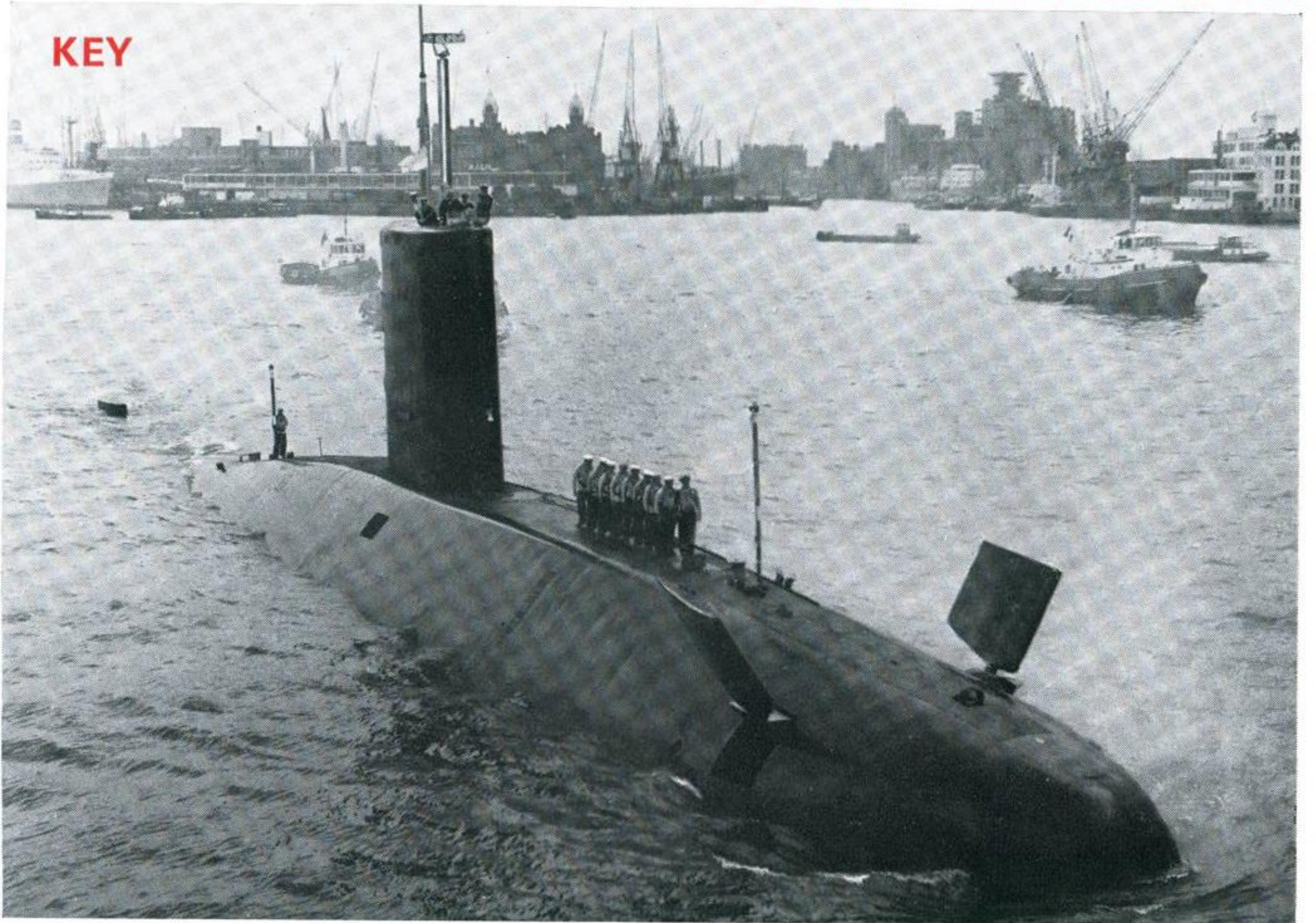
**KEY**



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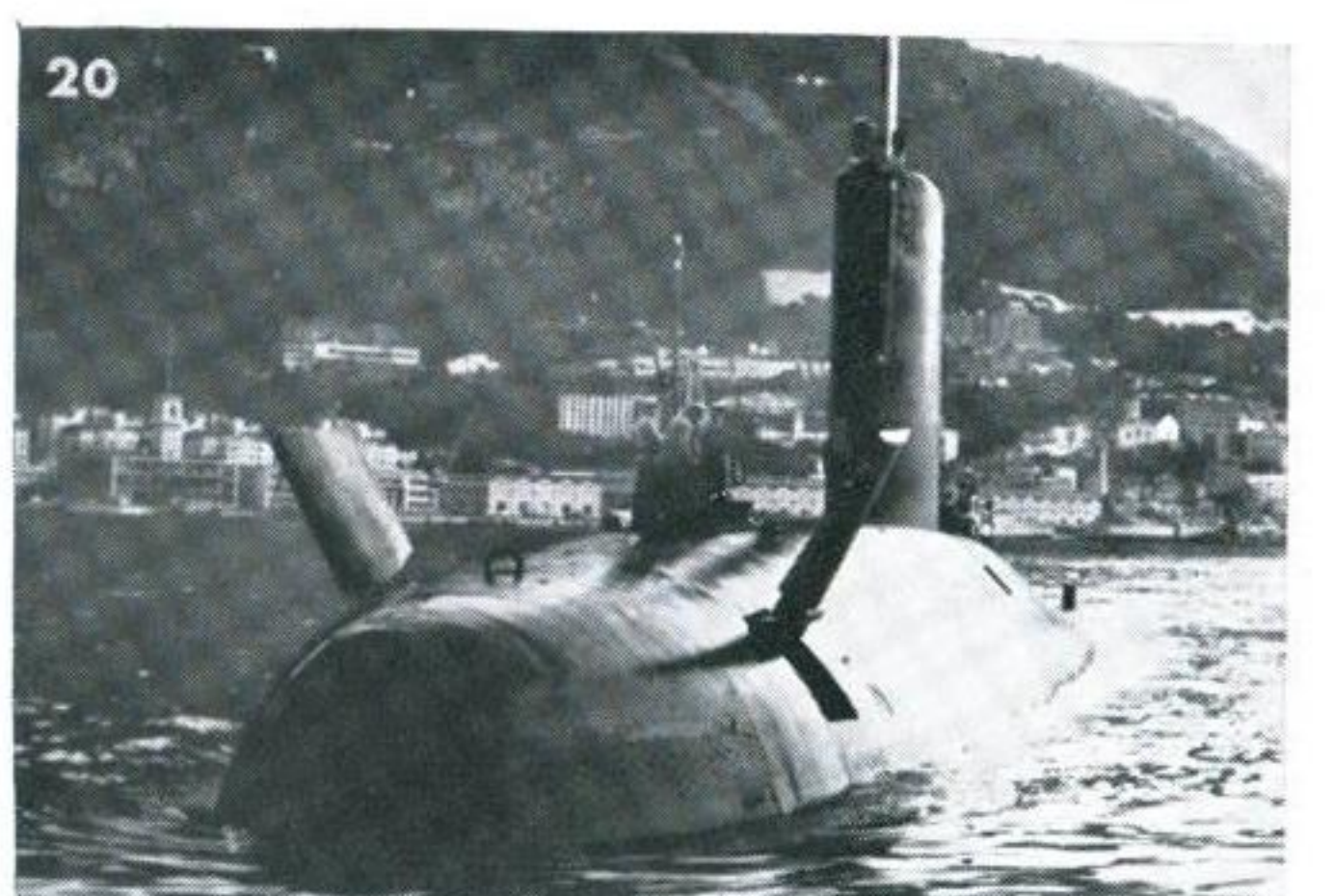
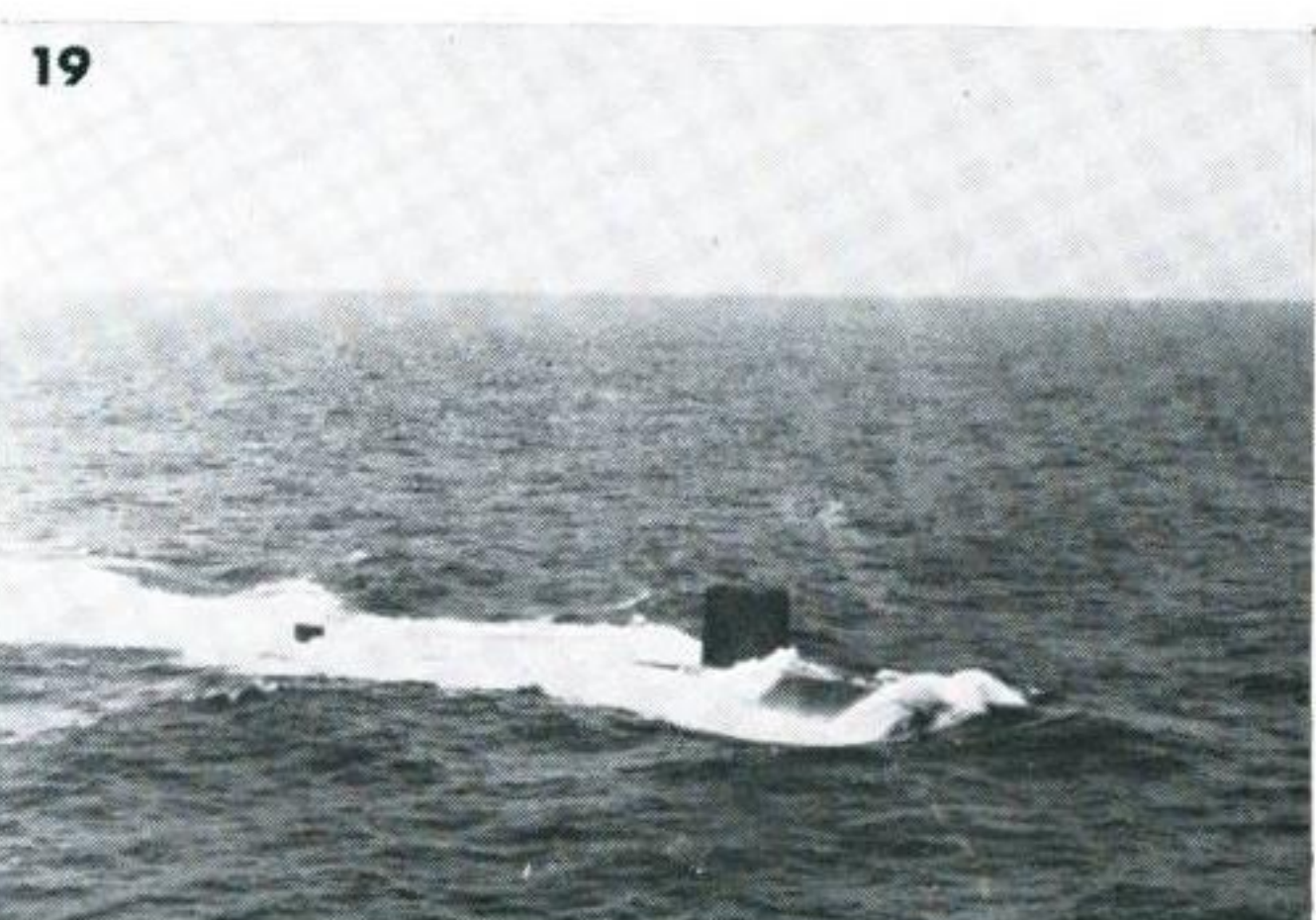
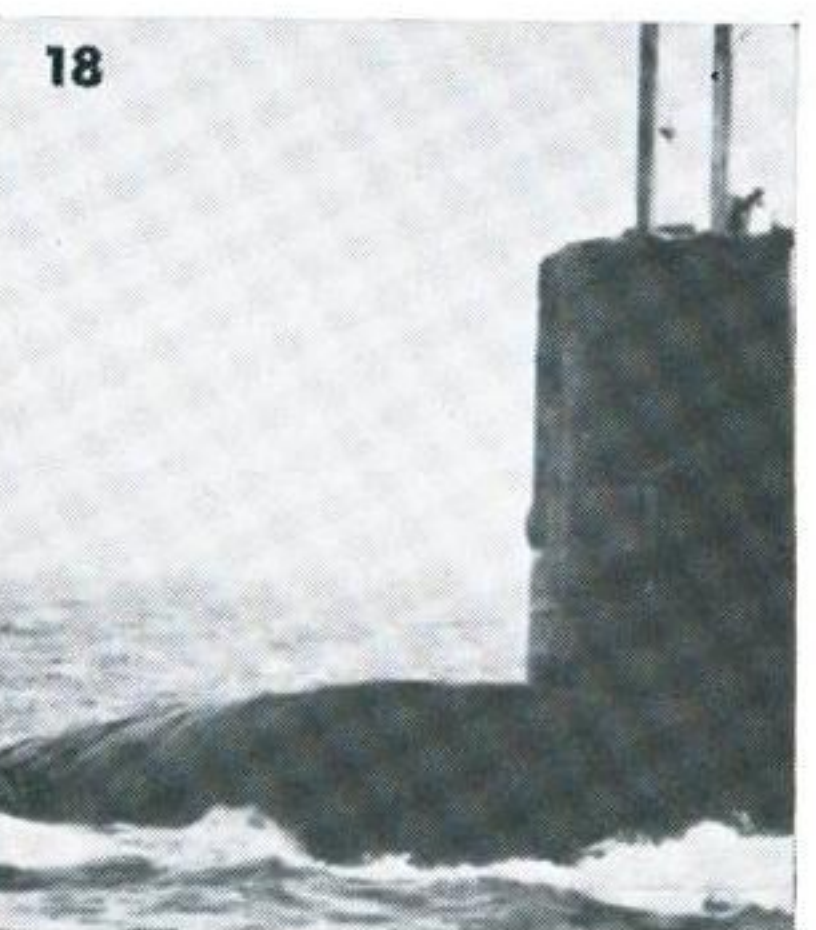


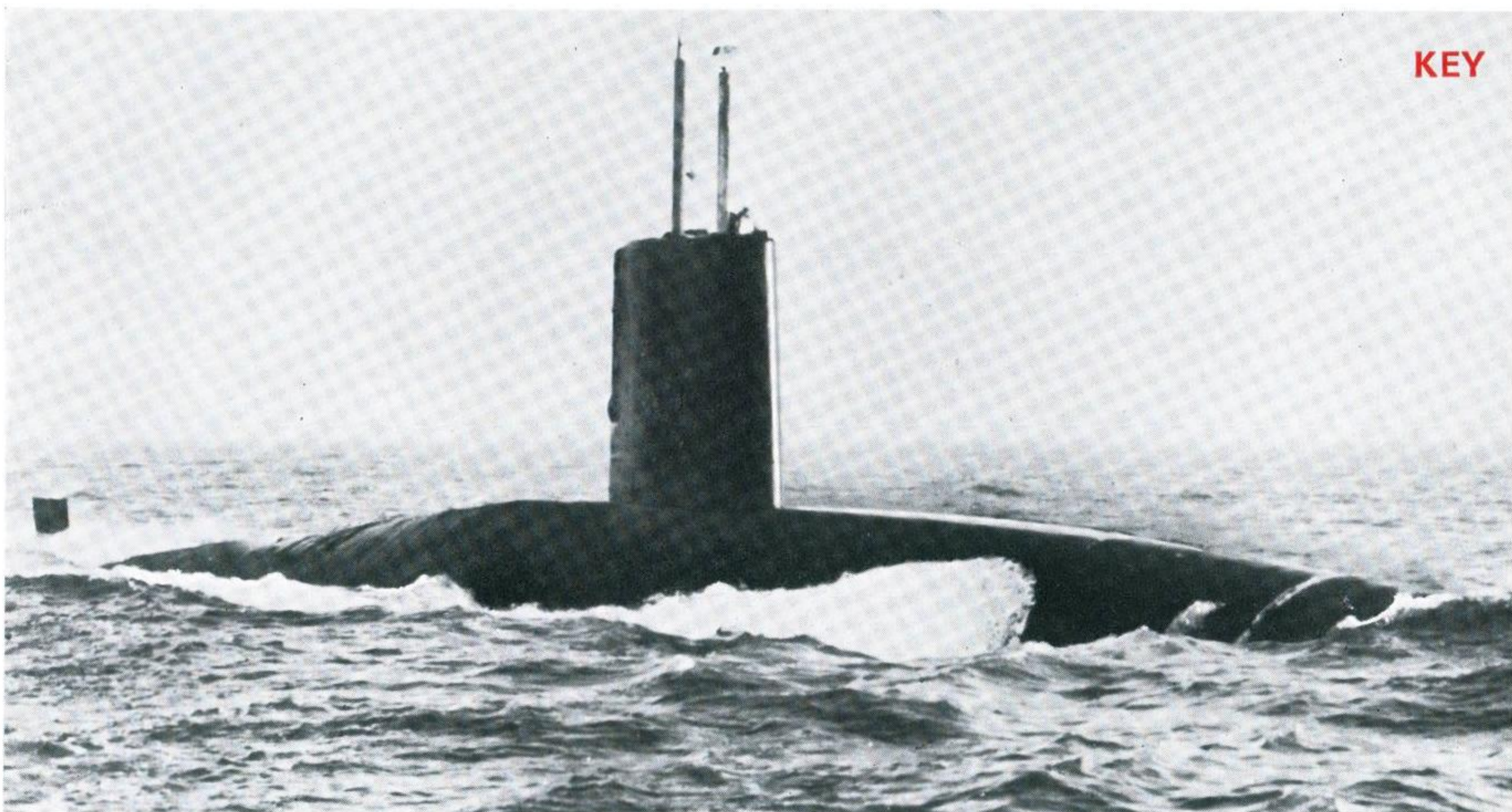
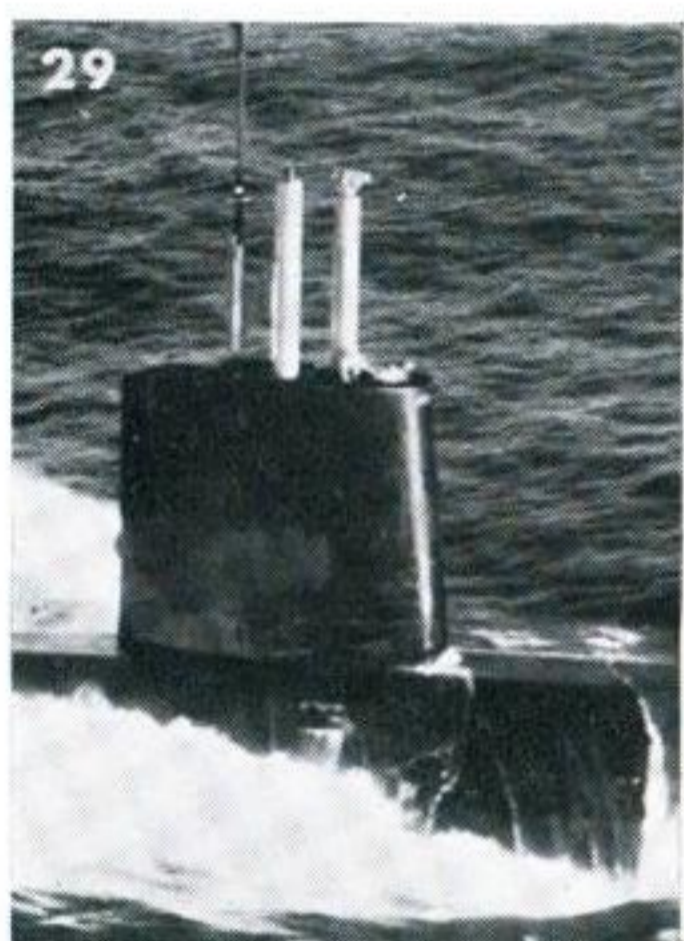
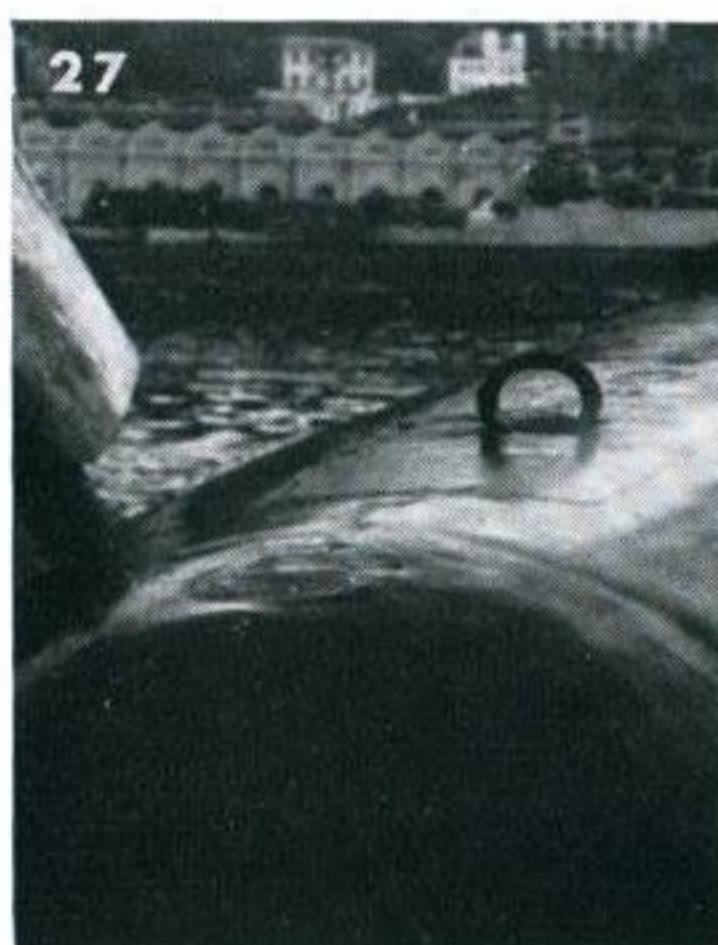
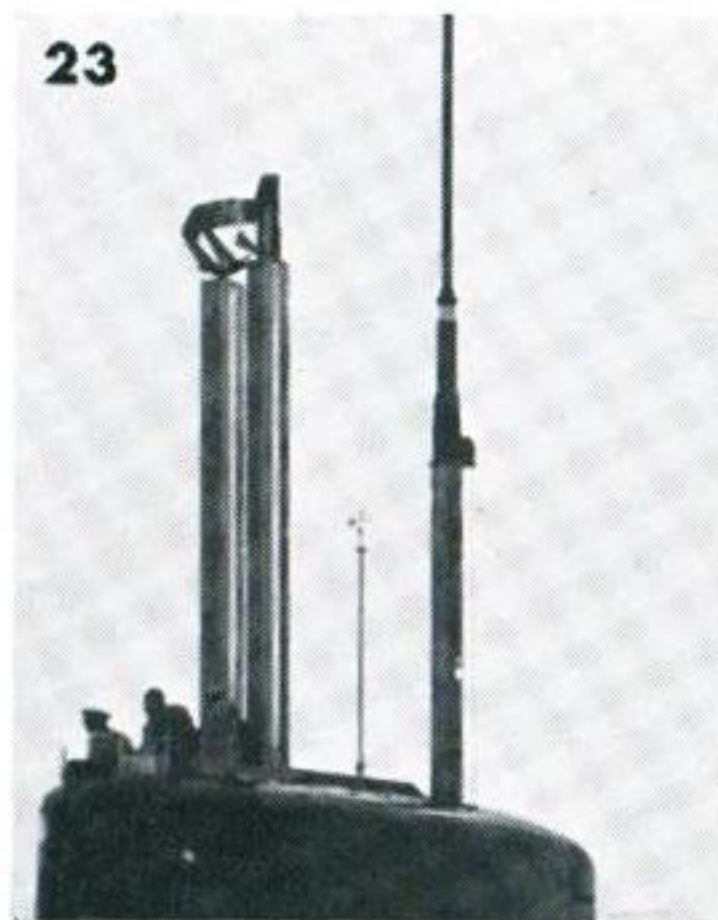
Lesson instructions on page 144 Solutions on the cover



### H.M.S. DREADNOUGHT *continued*

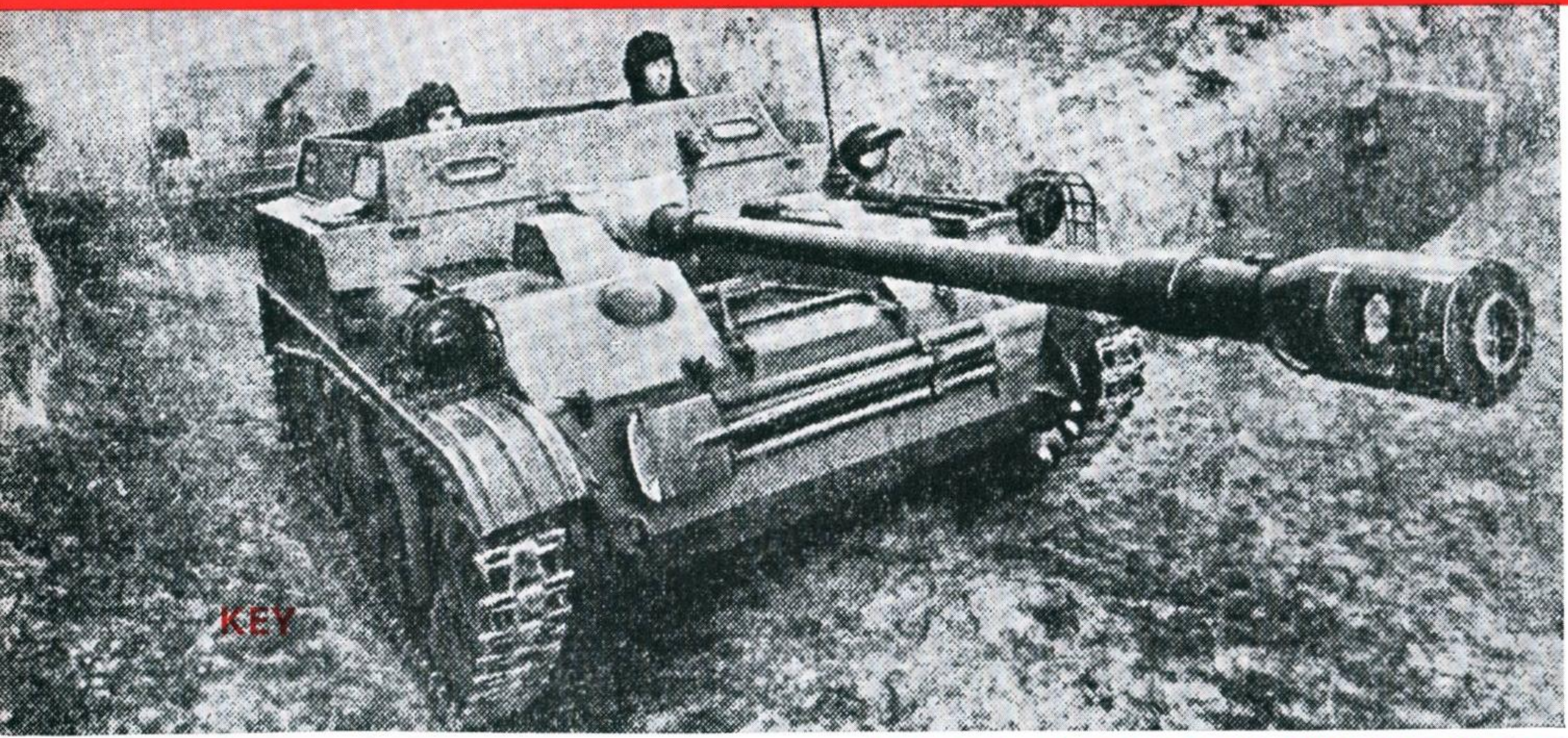
Handwriting practice area with four horizontal lines. The top two lines are solid red, and the bottom two lines are dashed red. A black silhouette of the submarine's conning tower is positioned above the lines, and a wavy red line representing water is at the bottom.



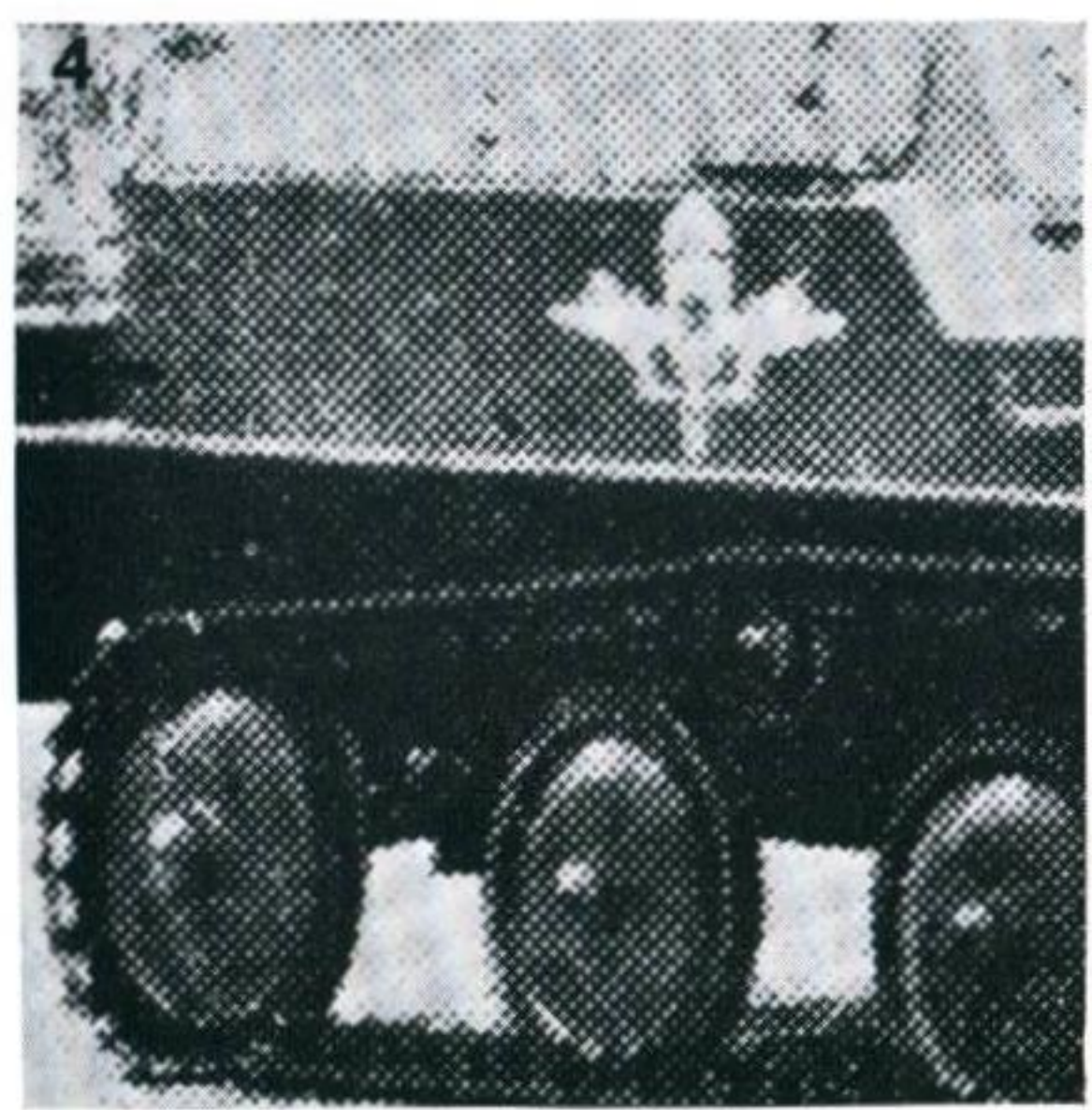
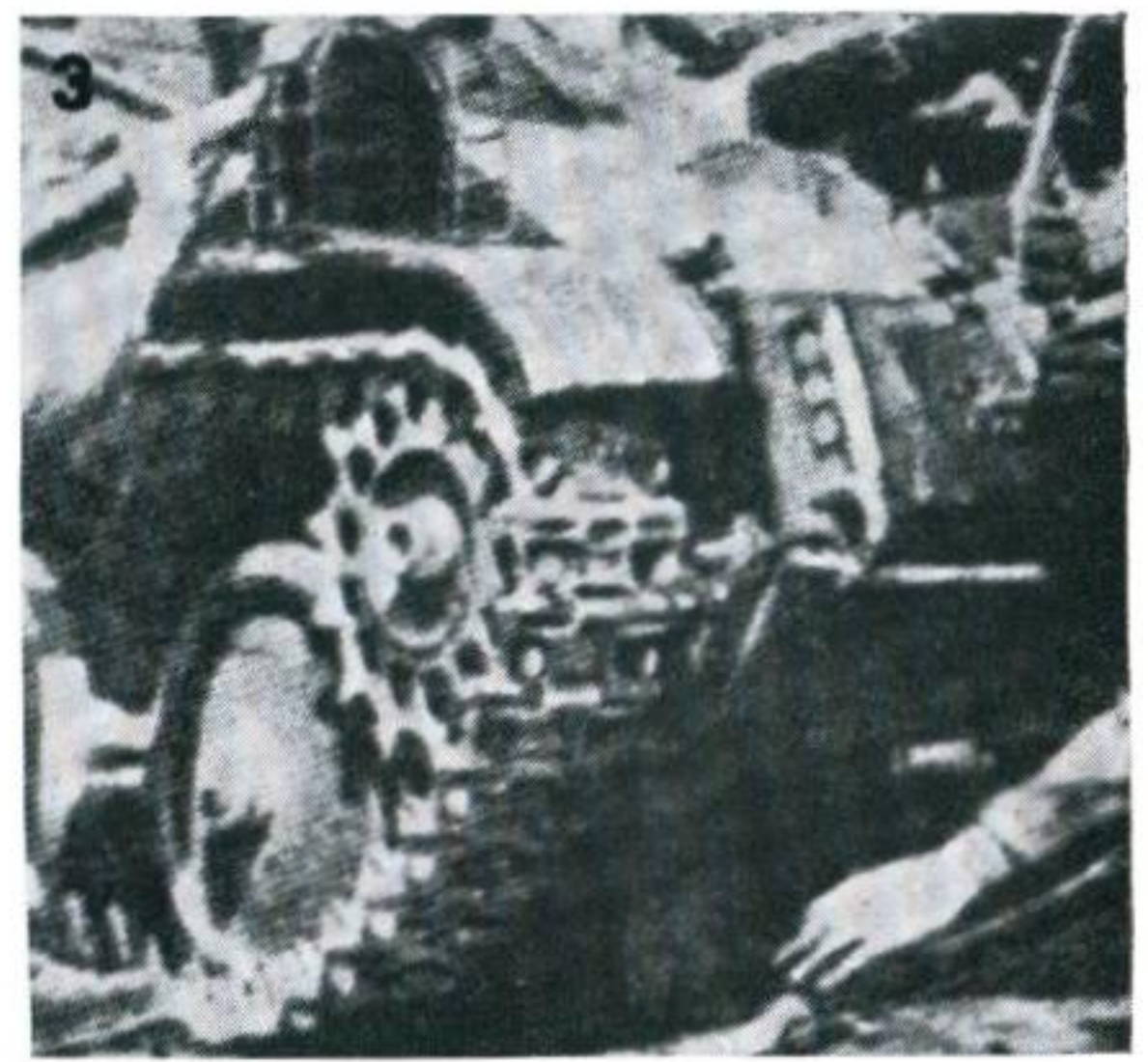
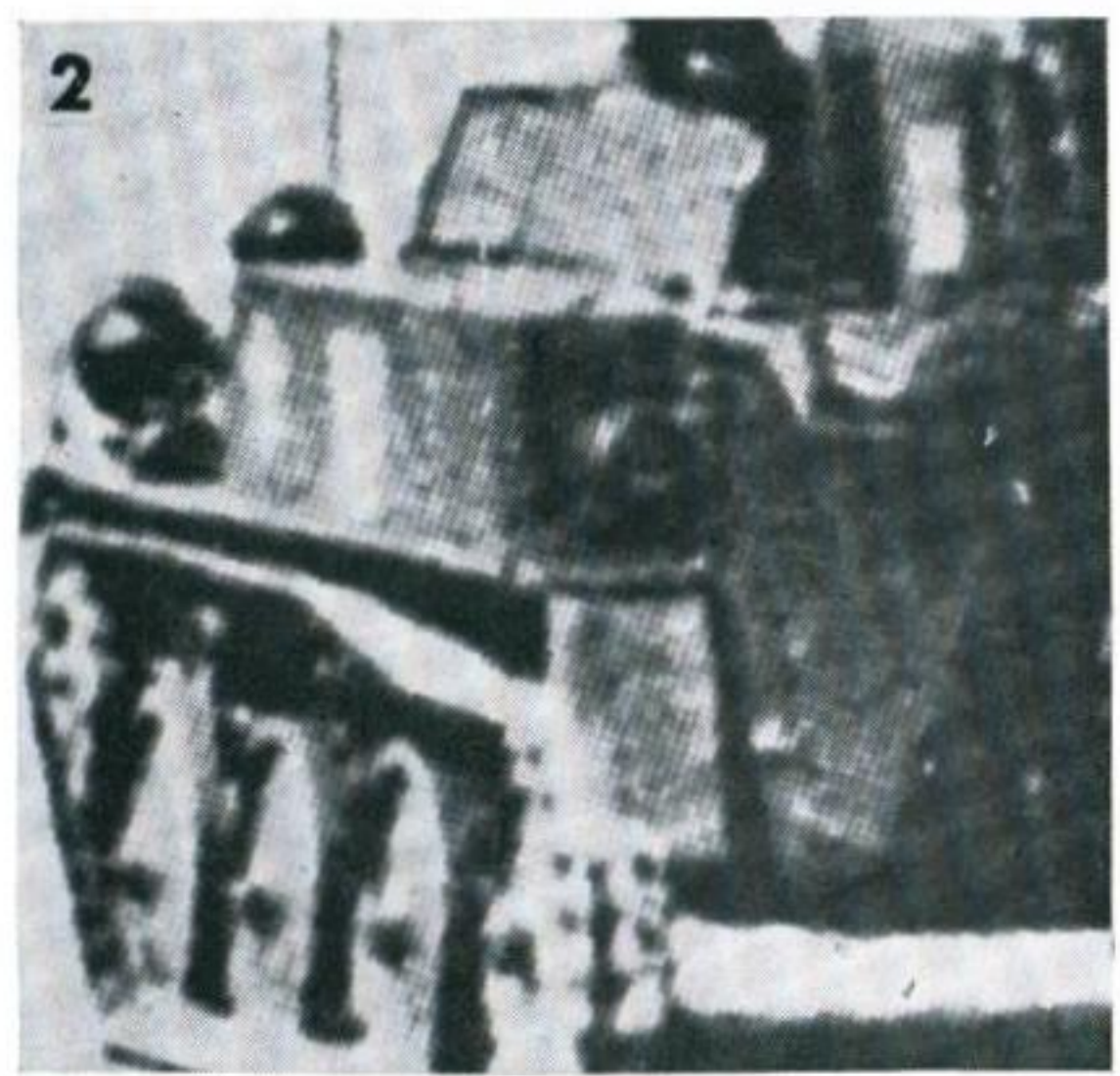


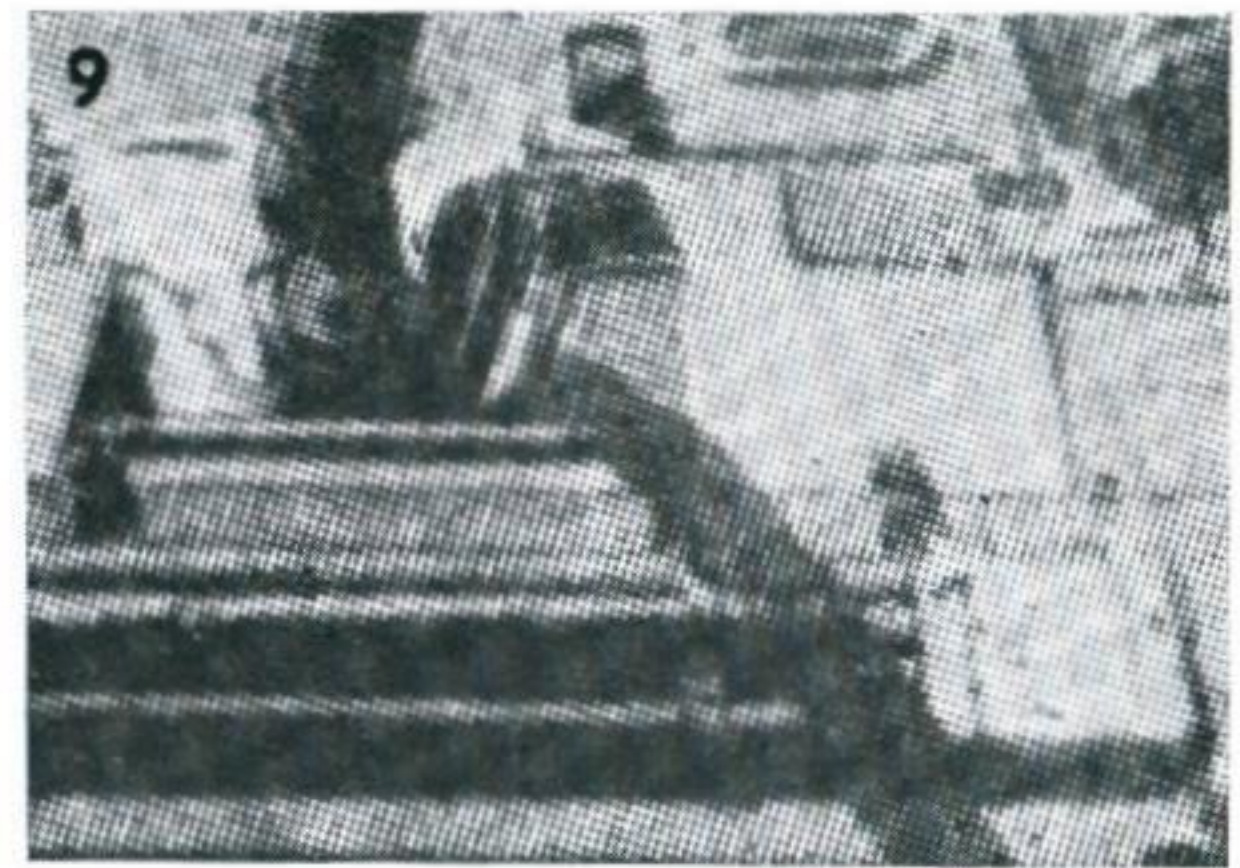
# SOVIET ASU-57

*light airborne self-propelled anti-tank gun*



*Lesson instructions on page 144 Solutions on the cover*





It is eleven years now since the ASU-57 was first paraded in public and even then it had already been in service with the airborne formations of the Soviet Army for some time. Nevertheless, it continues to be used, even though the Soviet airborne forces have since been issued with another and more modern self-propelled gun, the ASU-85.

Although much older, the ASU-57 retains, however, a considerable advantage over the ASU-85 in being lighter. In fact, it is not only light enough to be carried by medium transports but also to be dropped by parachute, with the aid of a special platform and this, no doubt, helps to keep it in service as a light self-propelled anti-tank gun.

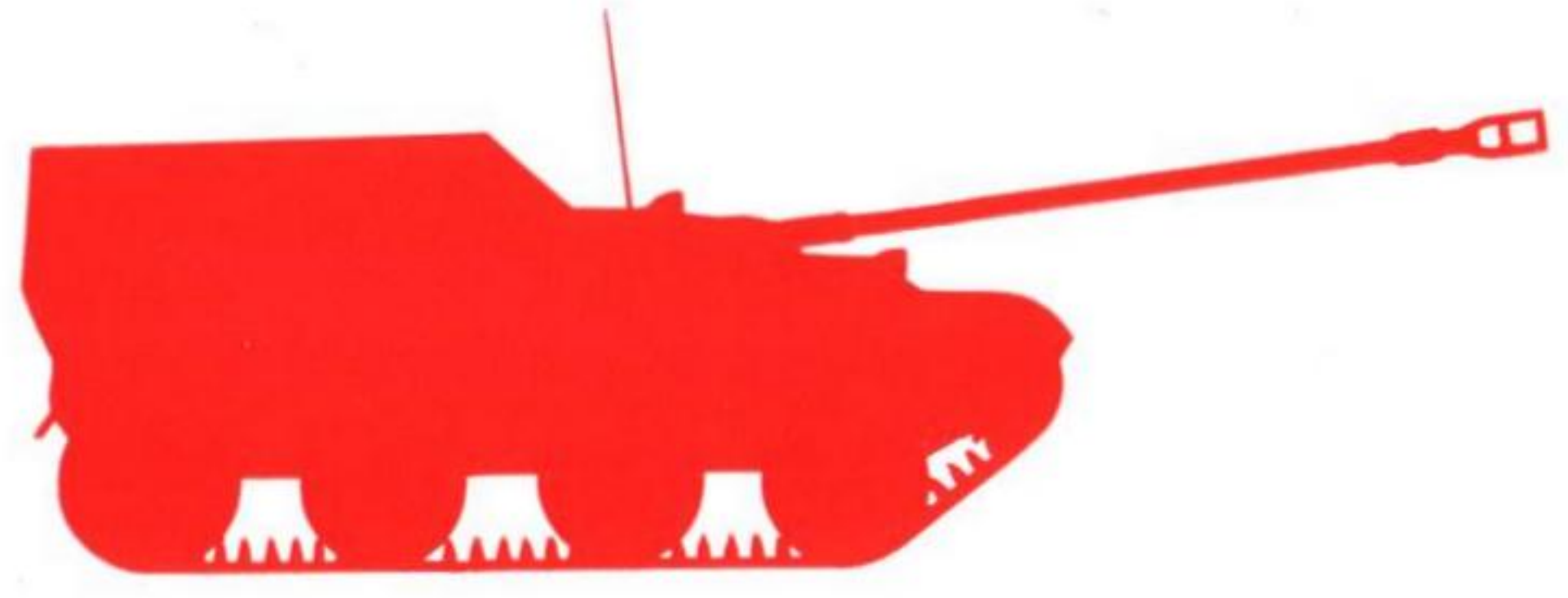
Being a special-purpose vehicle, the ASU-57 has a characteristic appearance which makes it relatively easy to recognise. Its principal recognition features are a low, open-topped crew compartment at the rear of the vehicle, the relatively long and small diameter barrel and muzzle brake of its 57-mm. gun, and four road wheels per side, the rearmost wheel acting also as a trailing idler.

Because the crew compartment of the ASU-57 is at the rear, its engine is at the front and so are the track-driving sprockets; because it needs to be light, the ASU-57 not only has an open-top crew compartment but it is also very lightly armoured.

*continued overleaf*



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# ASU-57

CONTINUED



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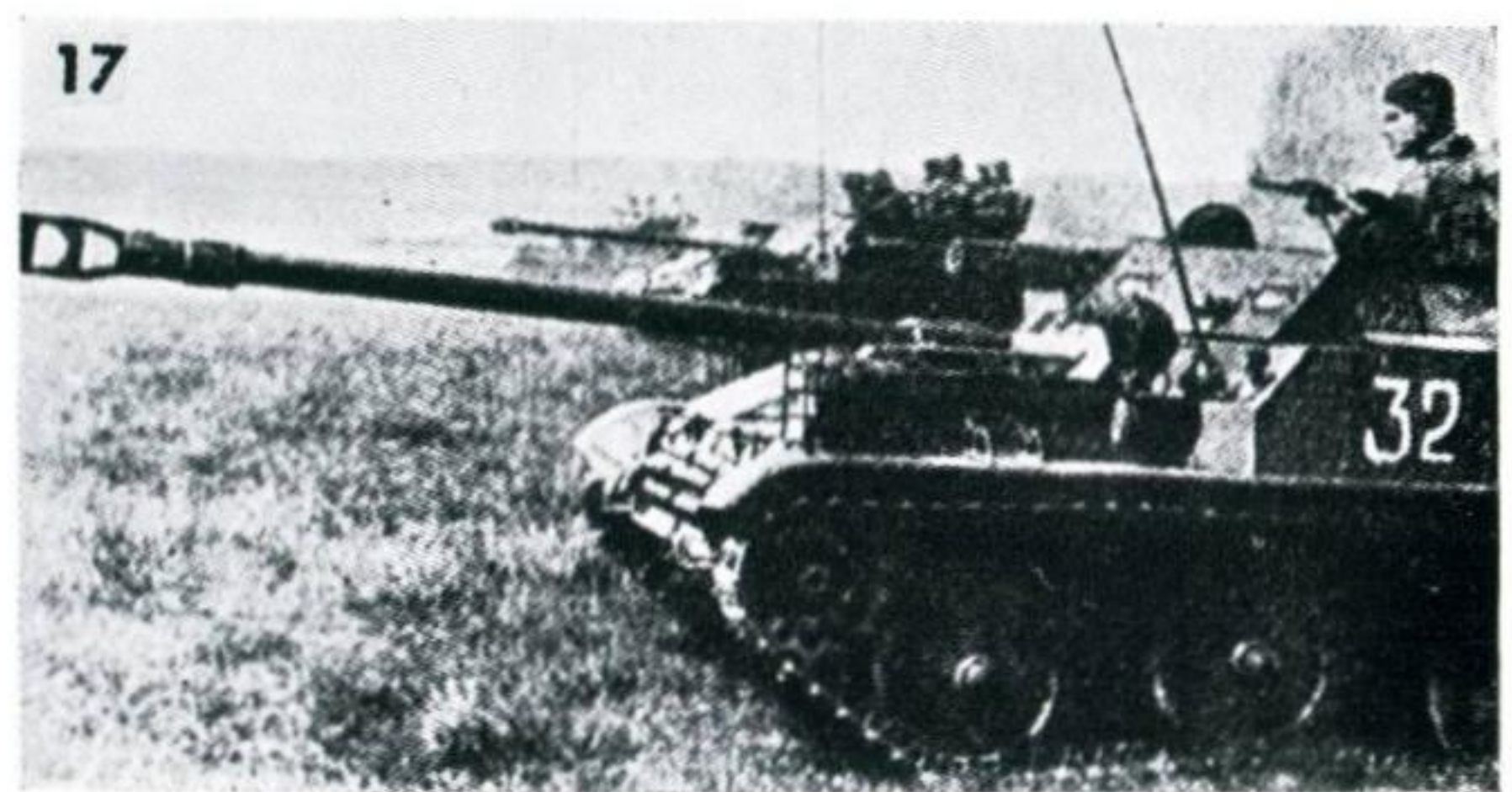
15



16



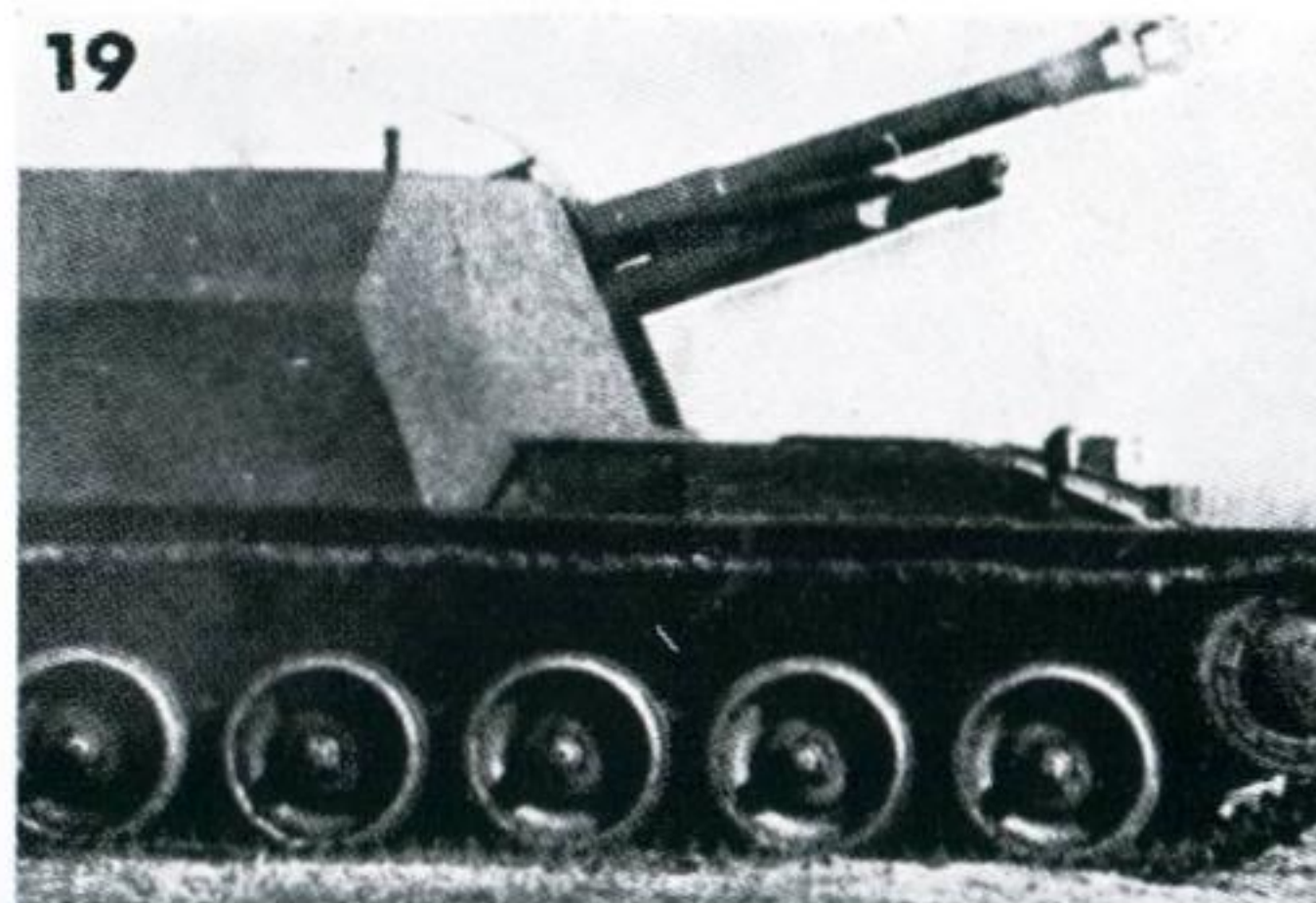
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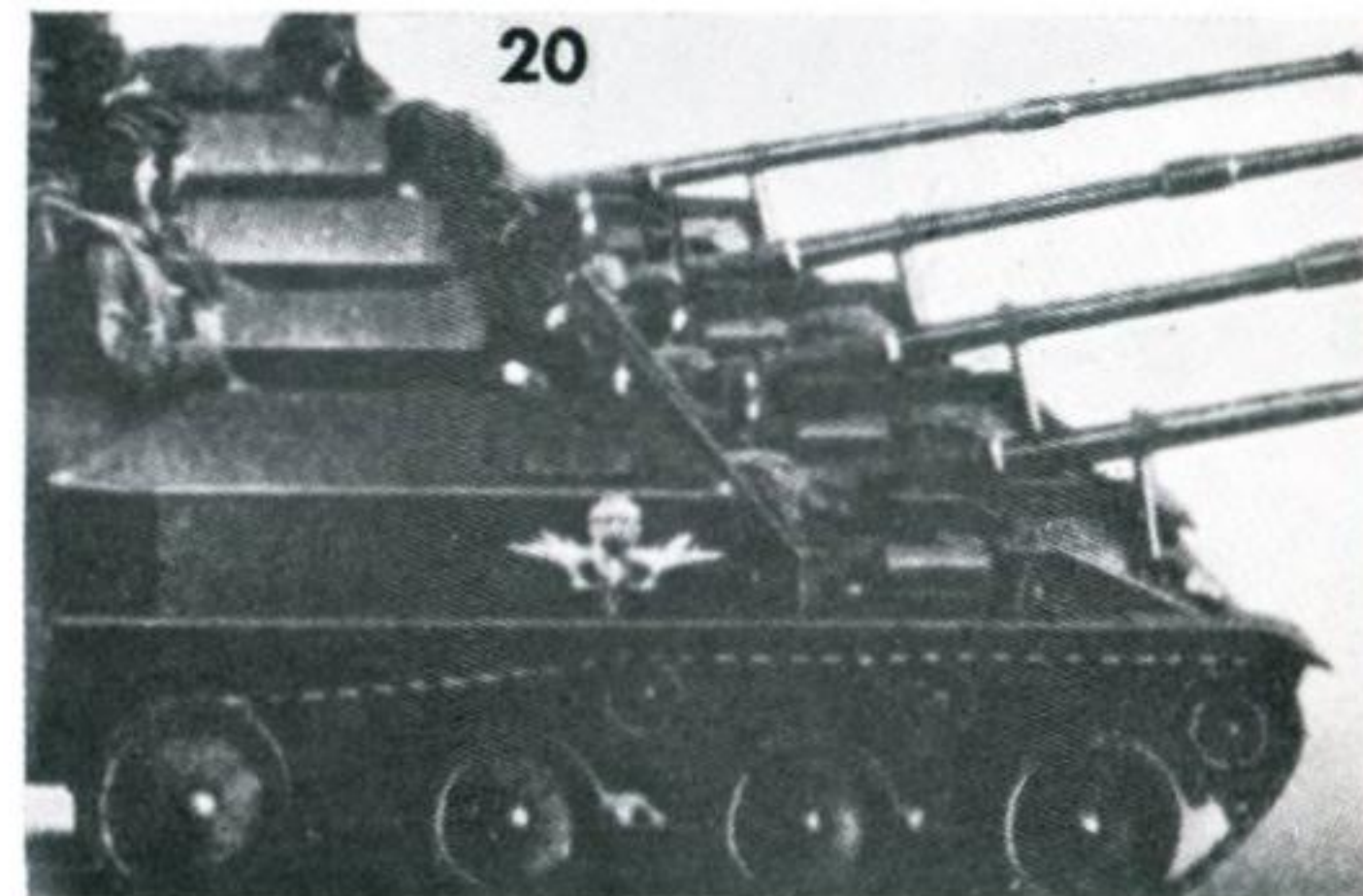
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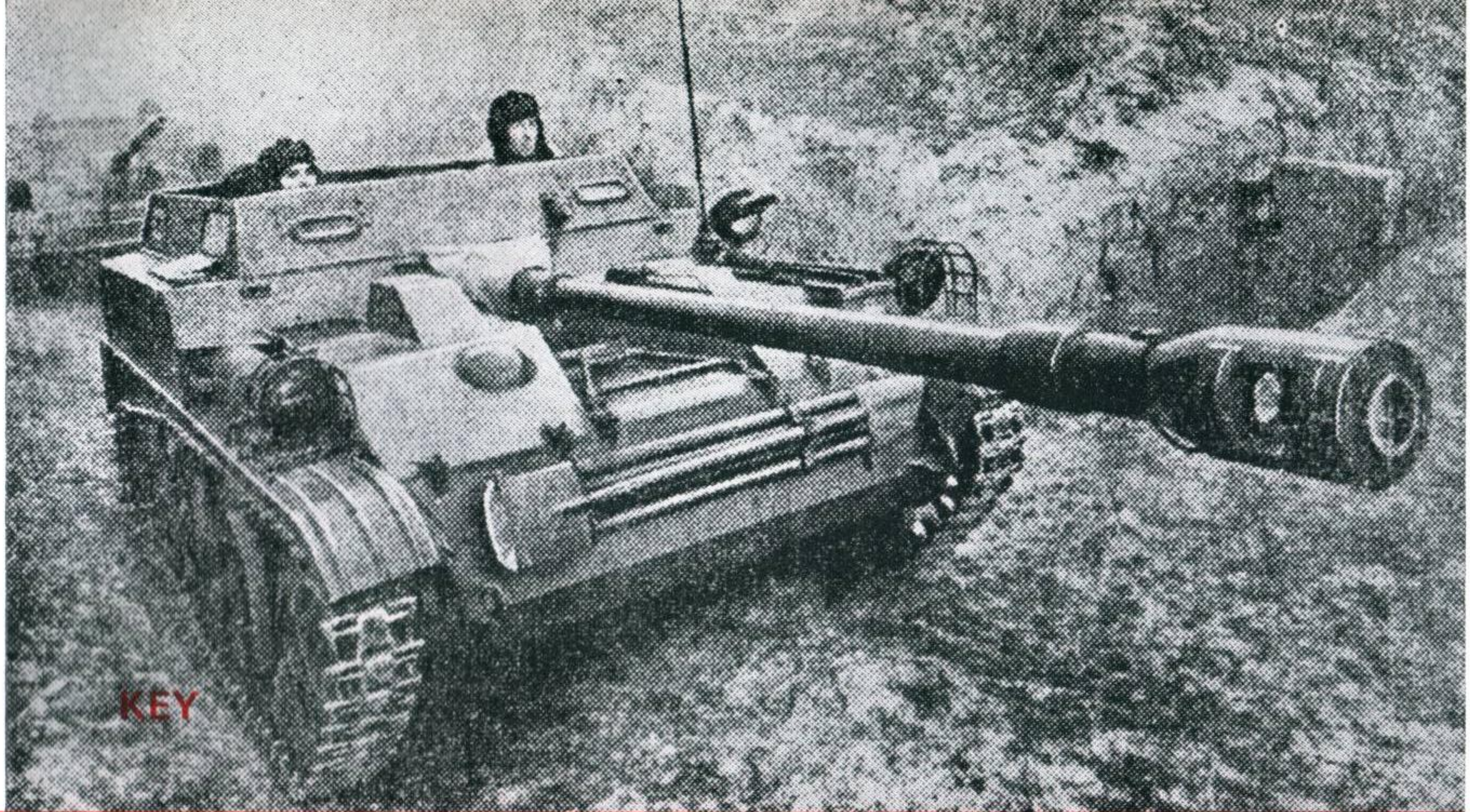


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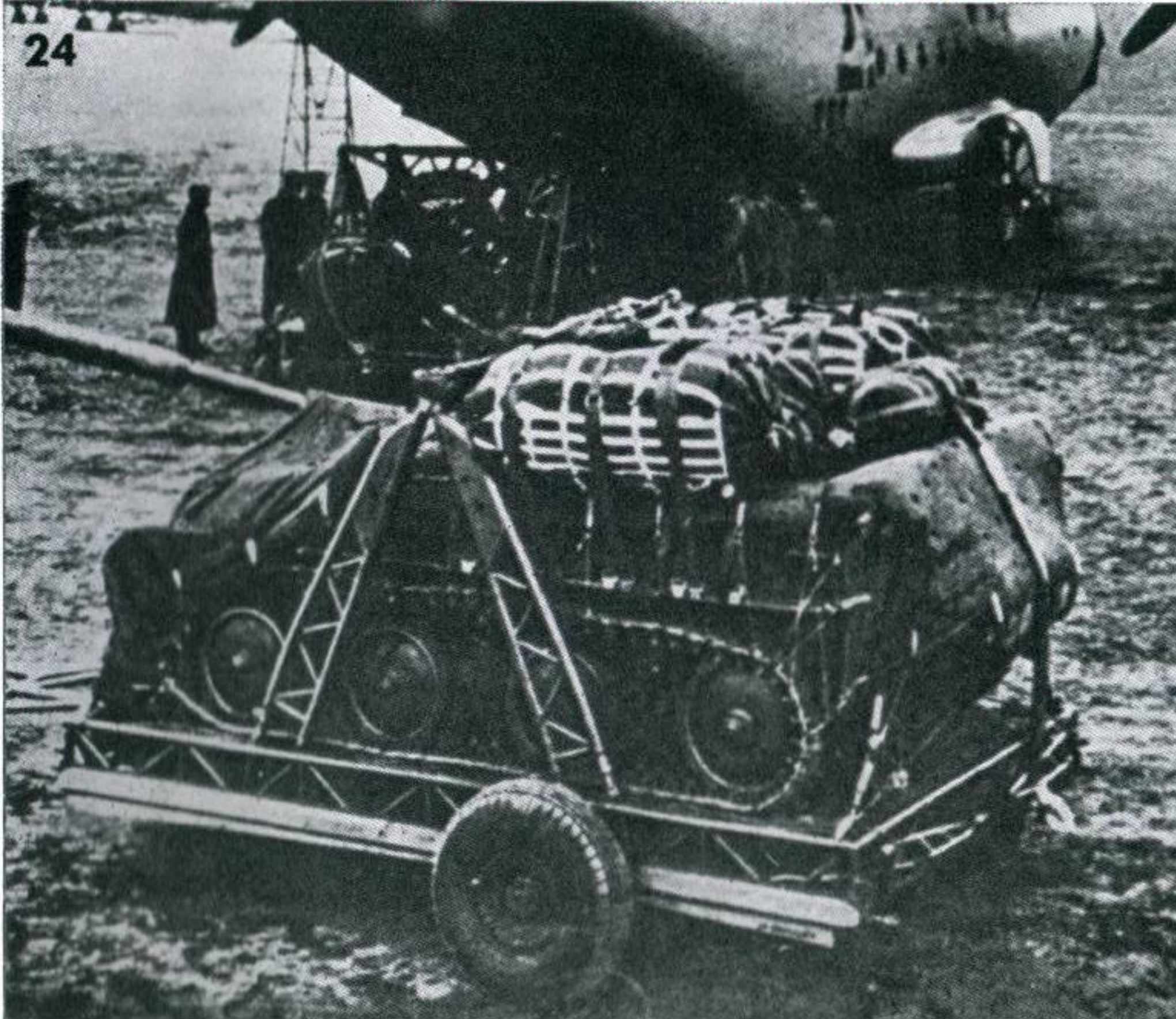


23



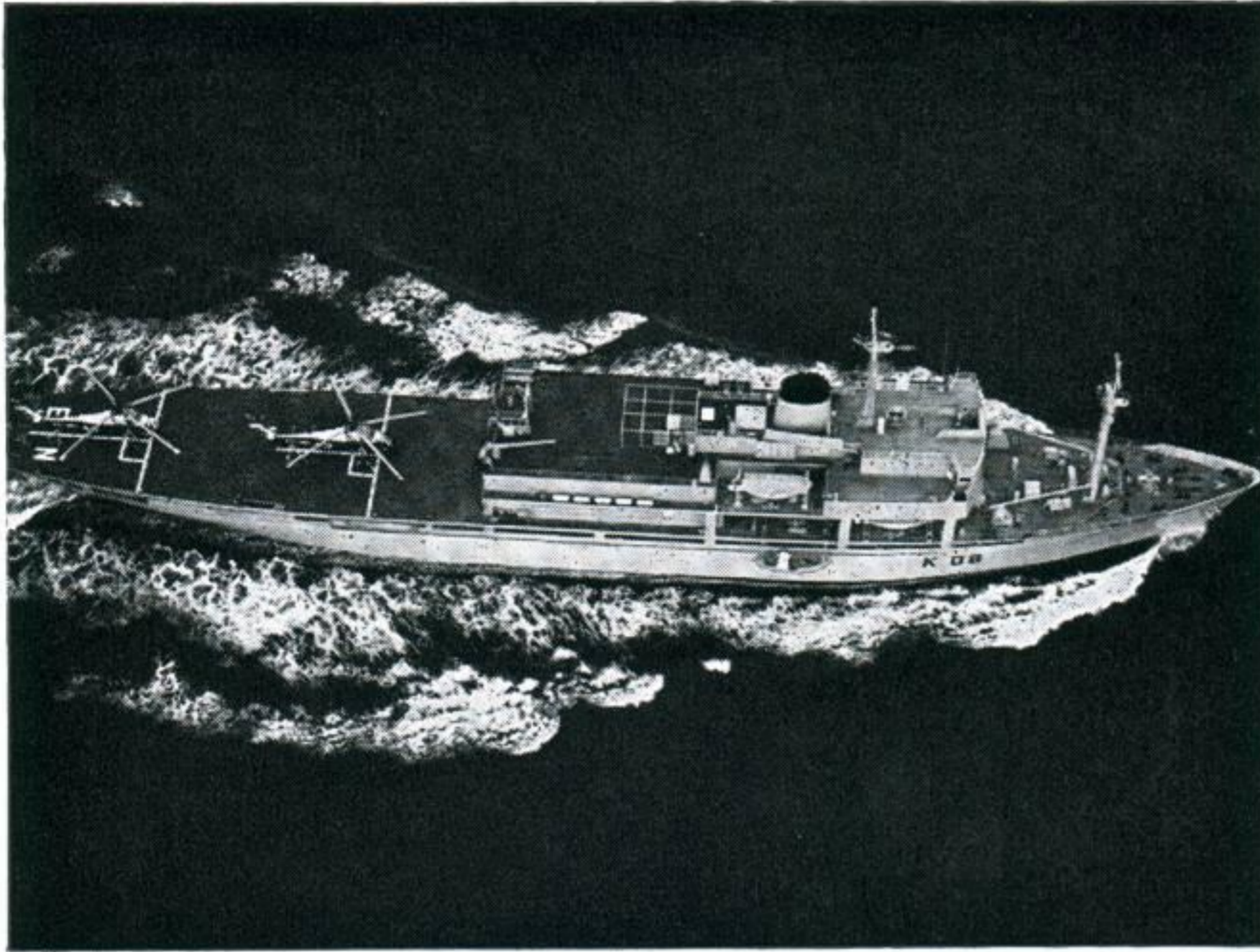
*Lesson instructions on page 144 Solutions on the cover*

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**Cover Photo:** H.M. Helicopter Support Ship *Engadine*. This ship is of a completely new type and is a unit of the Royal Fleet Auxiliary by whom it is manned except for Royal Naval personnel undergoing training in anti-submarine defence. Her displacement is about 8,000 tons on a length of 425 feet. Built by Henry Robb and completed in 1968, she bears Pennant Number K 08. Her name perpetuates the seaplane carrier of World War I, a converted Cross Channel packet and from which an aircraft first sighted the High Seas Fleet before the Battle of Jutland in 1916. She also serves as a Headquarters' Ship. In appearance she is unique with a flush deck, tall superstructure on top of which, set slightly forward of amidships is a small funnel. Aft of the superstructure is a large helicopter deck.

## SOLUTIONS TO TESTS AND EXERCISES

Page 144

### TEST PAPERS

**M 109:** Jokers are second line 1st picture and third line 3rd picture.

**M 551:** Jokers are second line 4th picture and third line 2nd picture.

Page 145

**Leopard Class:** Jokers are first line 5th picture and third line 4th picture.

**Resolution:** Jokers are first line 2nd picture, second line 1st picture and third line 5th picture.

**Tribals:** Joker is third line 4th picture.

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### CORSAIR II

All targets are **Corsair II** except Nos. 10, 16 and 18 which are **Crusader**.

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### INTRUDER

All targets are **Intruder** except No. 4 **Kestrel** and No. 32 **Buckeye**.

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### YP-408

All targets are **YP-408** except Nos. 26, 36 and 54 which are jokers.

Page 160

### H.M.S. DREADNOUGHT

All targets are **H.M.S. Dreadnought** except No. 8 **H.M.S. Resolution**, No. 16 **H.M.S. Finwhale** and No. 31 **H.M.S. Finwhale**.

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### SOVIET ASU-57

All targets are **Soviet ASU-57** except Nos., 6, 10 and 19 which are jokers.



**DRESS FORMATION** *Three Beechcraft U-21As, in full-Army dress as fits respective final assignments, parade in test flight formation after take-off from the Beech Aircraft factory in Wichita. Destination for a quantity of the U-21As is Southeast Asia, where it will serve as troop transport, air evacuation ambulance and a transport for ranking military personnel. Powered by twin 500-horsepower free shaft turbine engines, the U-21A cruises at 248 miles an hour and has a range of almost 1,000 miles. Beech Aircraft is under contract with the U.S. Army for 129 aircraft.*