

JOINT  SERVICES

# RECOGNITION

*Journal*



Vol. 24 APRIL 1969 No. 4



RECOGNITION JOURNAL

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\* *Identification Lessons*

## HELICOPTER / AIRCRAFT CARRIER MOSKVA

Described variously as a helicopter ship and as a helicopter cruiser she is reported to carry about twenty helicopters of the Ka 25 (HORMONE) type.

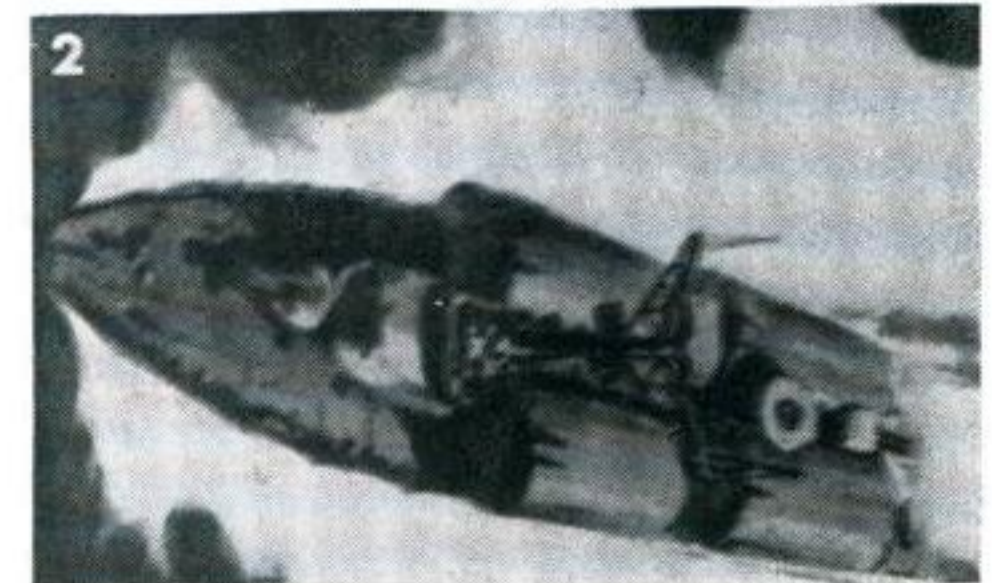
Of 15,000 tons standard displacement she measures about 650 feet long overall. She has an extraordinary and quite distinctive "Pyramidal" silhouette with missile launchers forward. Her speed is reported to be about 30 knots.

Her sister LENINGRAD is under construction at the Nikolayev yard.

MOSKVA appeared in the Mediterranean in the autumn of 1968.



KEY



WARSHIPS OF THE USSR

# OSA class

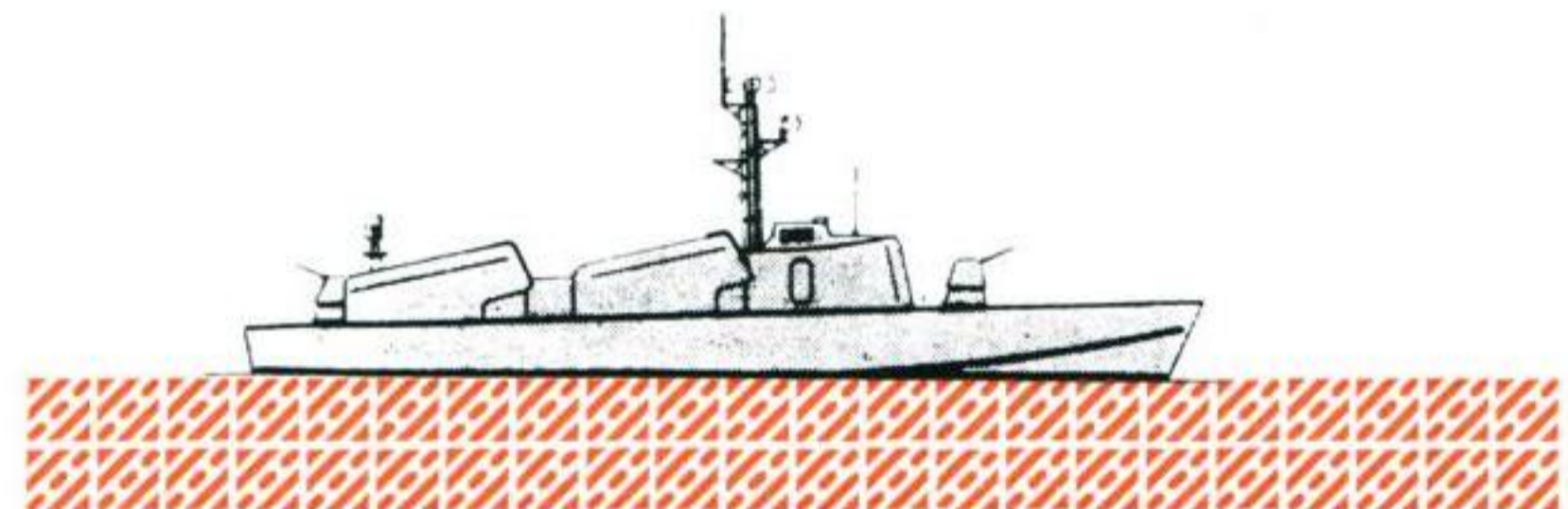
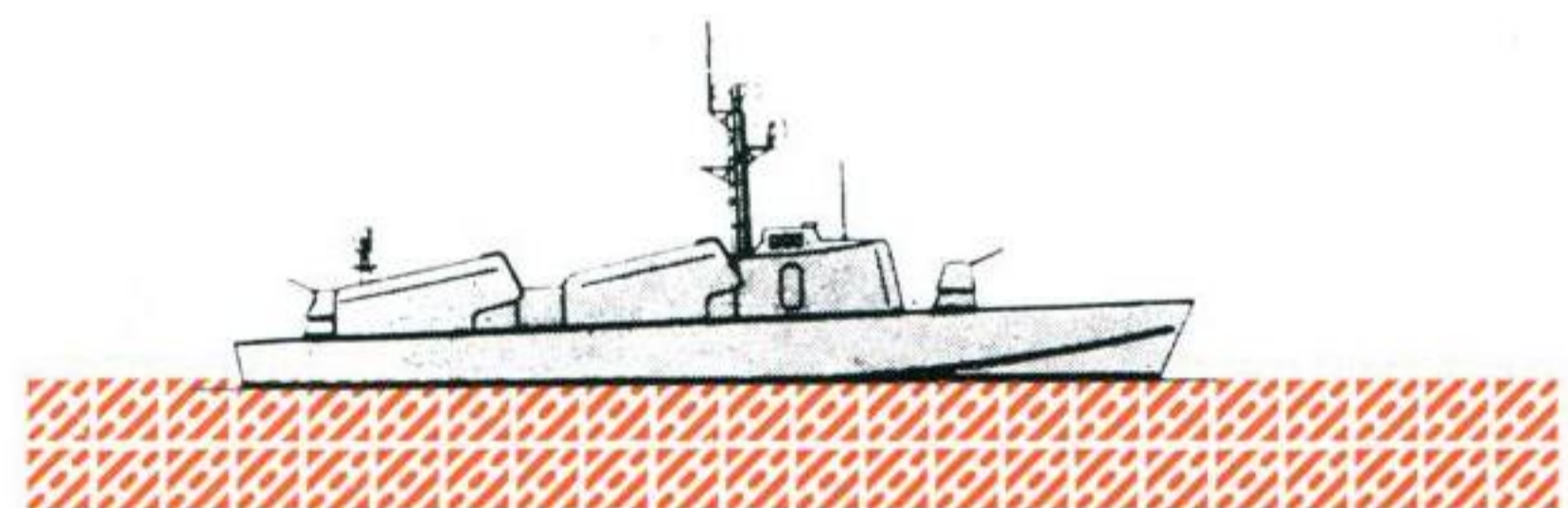
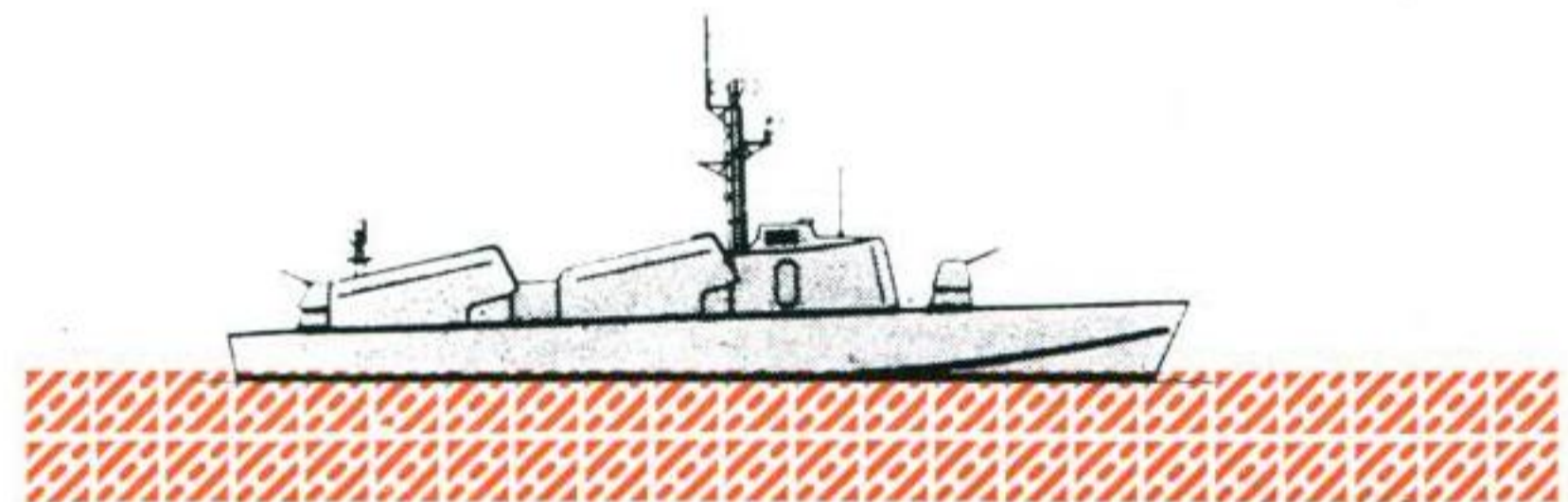
Missile carrying Fast Patrol Boat

"OSA" Class is operated by several Communist bloc countries.

Of 200 tons full displacement, and 131 feet long overall, the "OSA" Class missile carrier, is a development of the smaller "KOMAR" Class, which is to be featured in the *Journal* shortly.

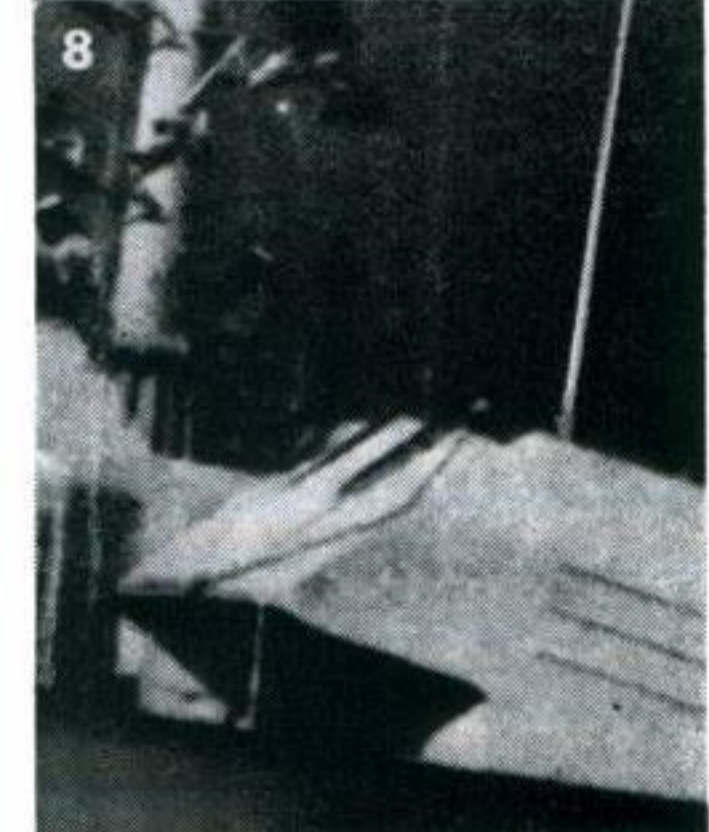
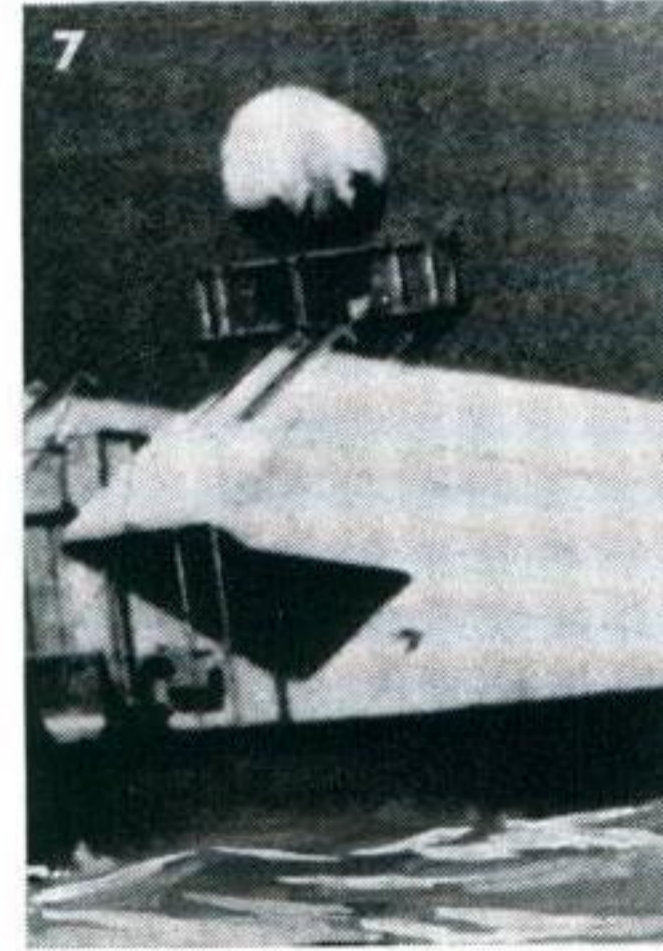
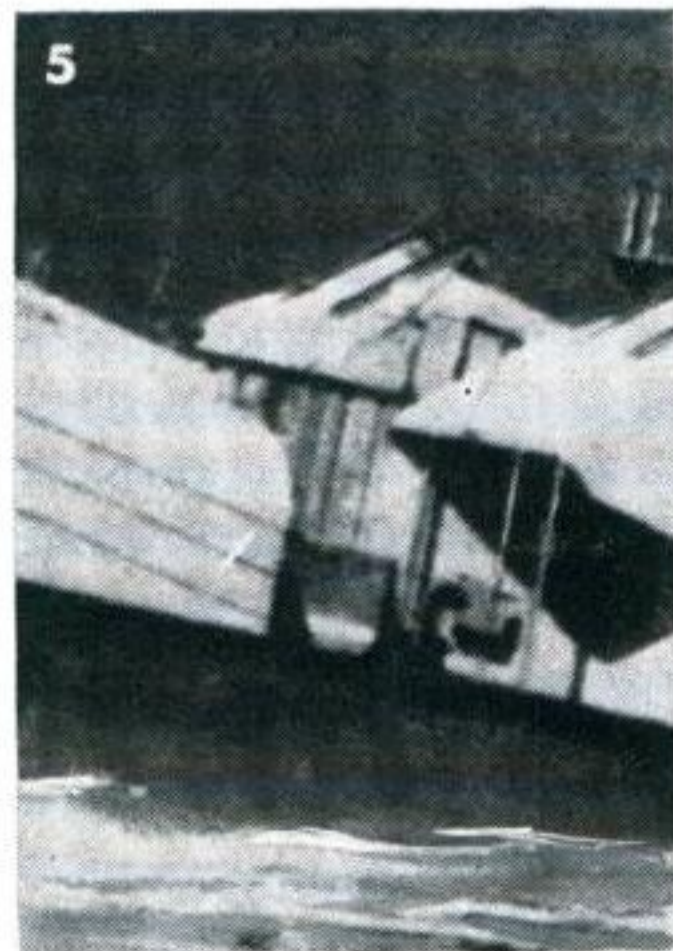
They carry two pairs of launchers for "Styx" missiles, the weapon with which an Israeli destroyer was sunk by an Egyptian "KOMAR" Class in 1967.

There are believed to be about 75 of these very formidable craft. Top speed is about 35 knots and the missile range is about 18 miles.



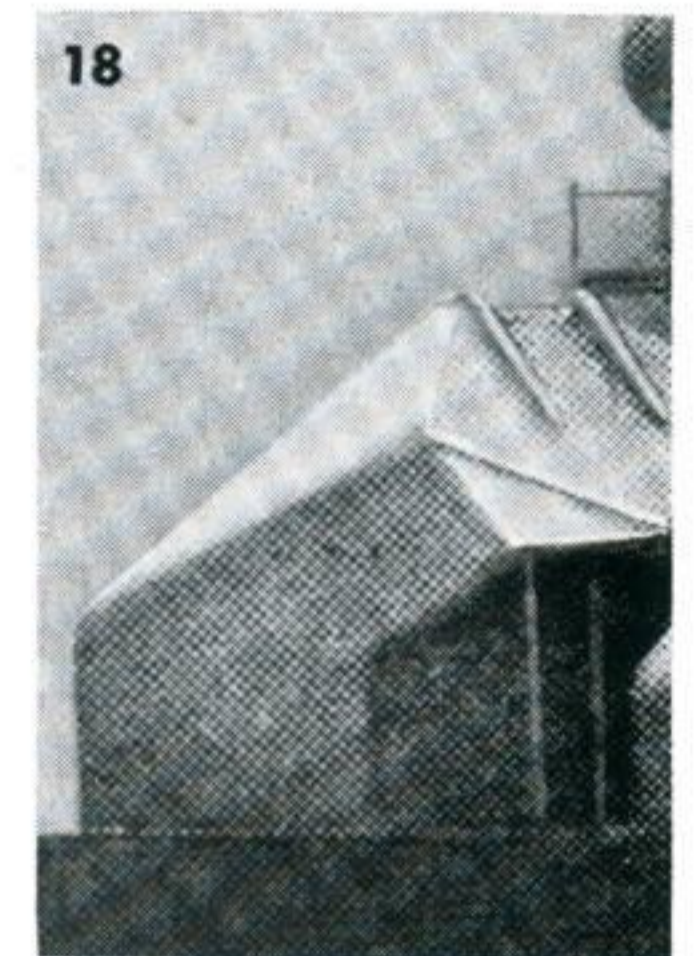
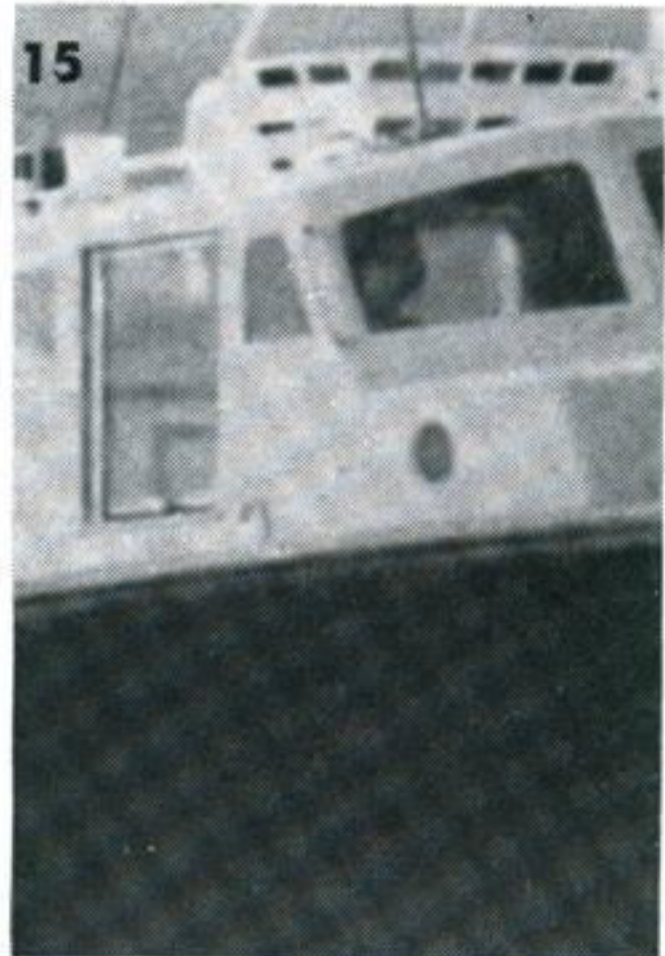
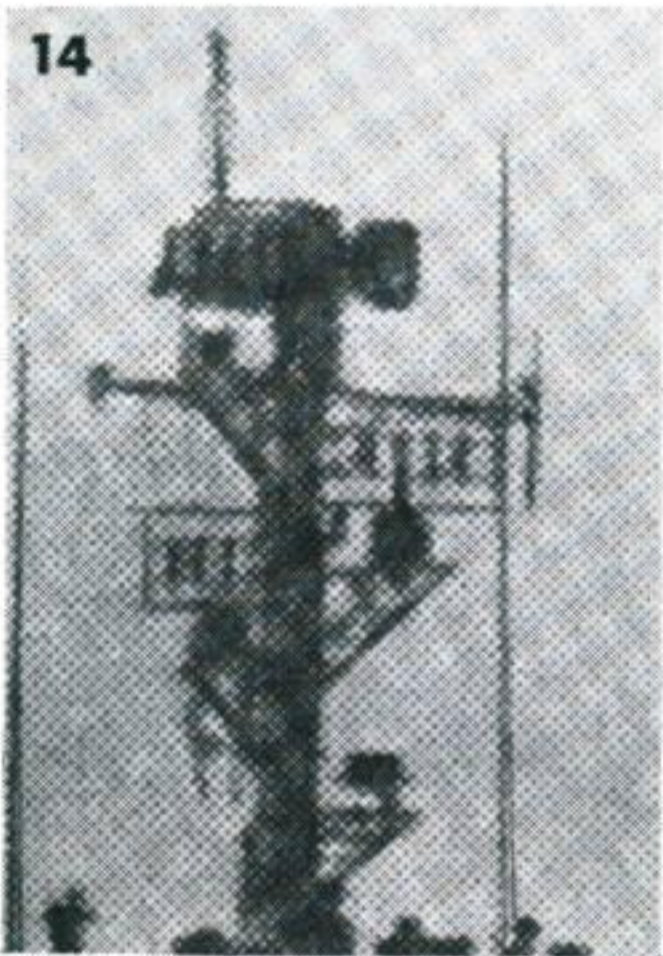
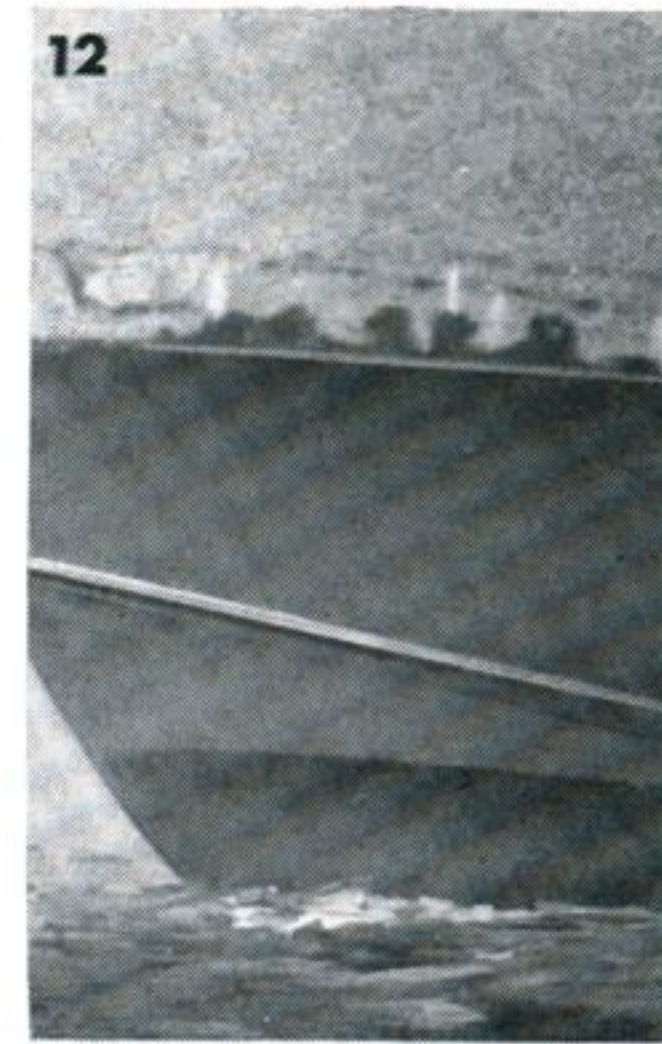
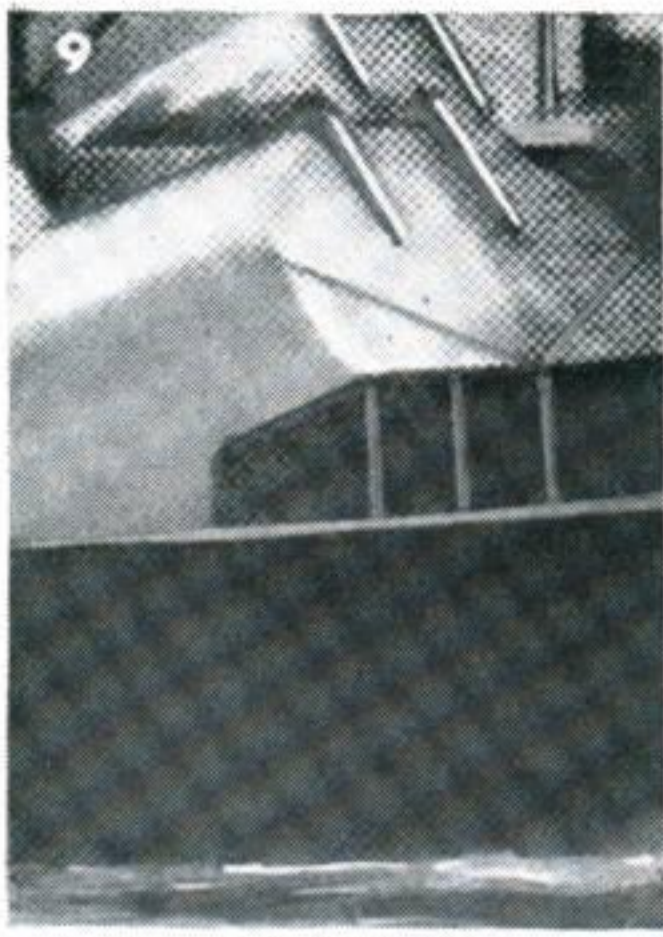
*Lesson instructions on page 91*

*Solutions on the back cover*

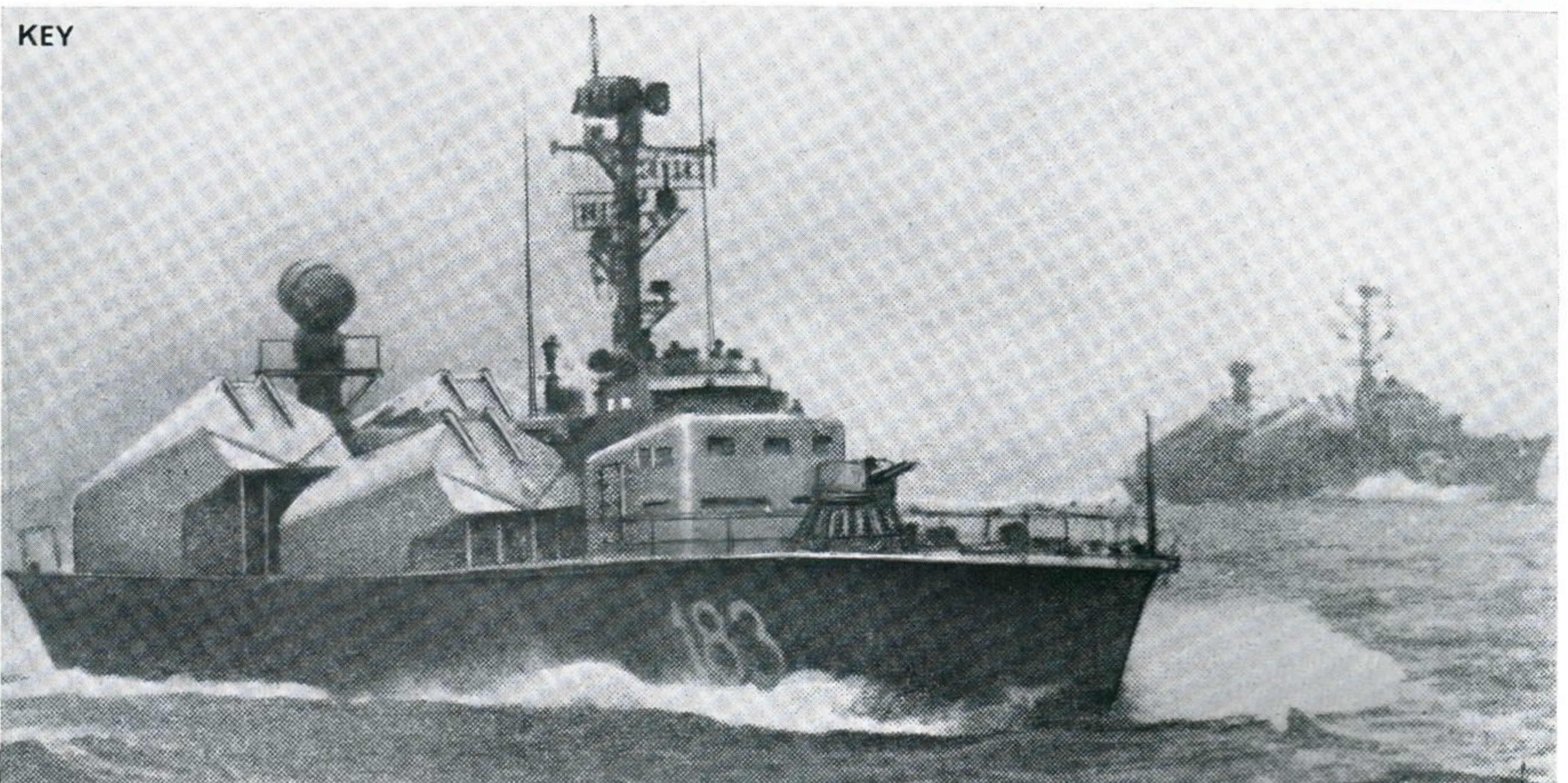


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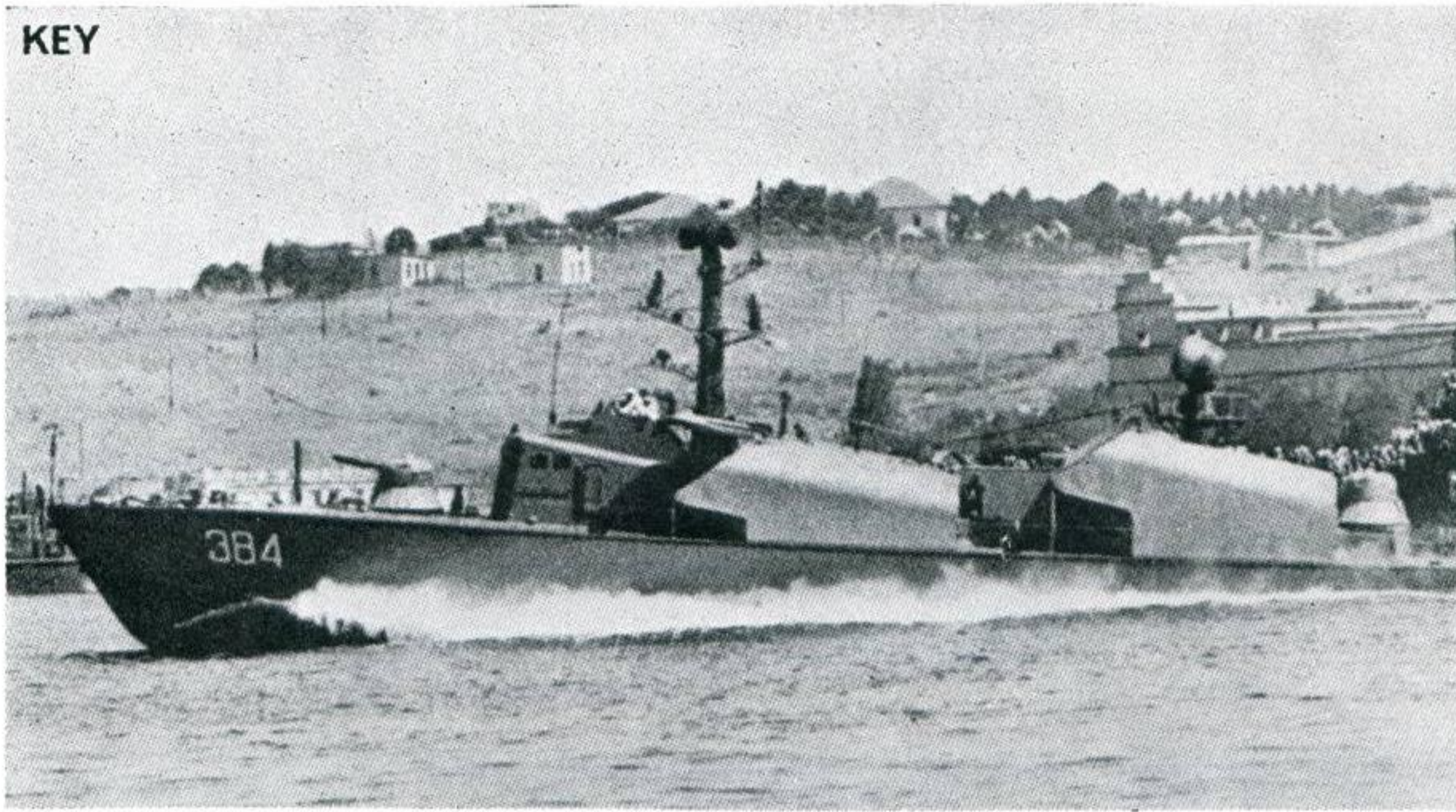
**OSA CLASS** *continued*



*Lesson instructions on page 91*



KEY



22



23



24



25



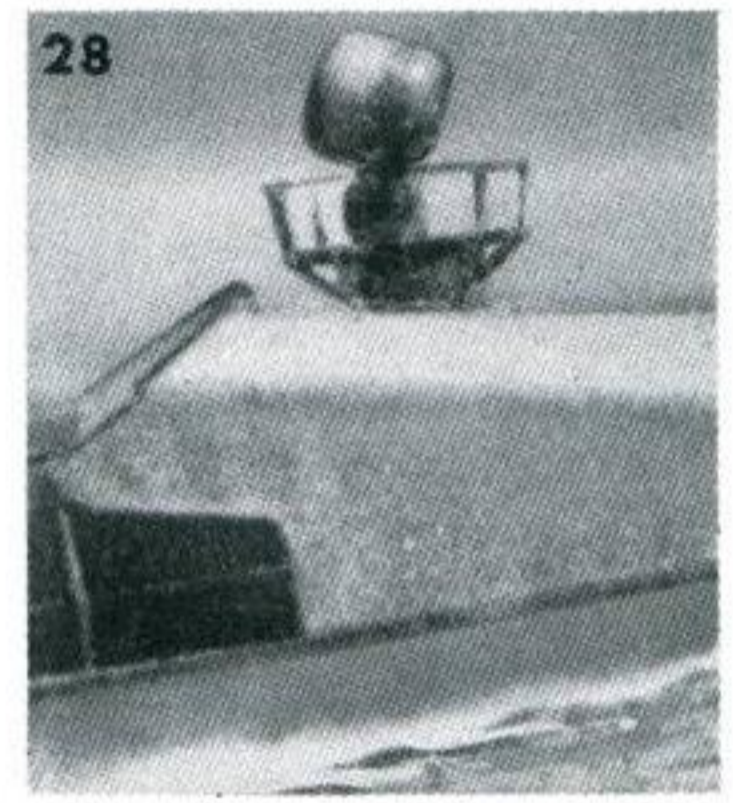
26



27



28



29



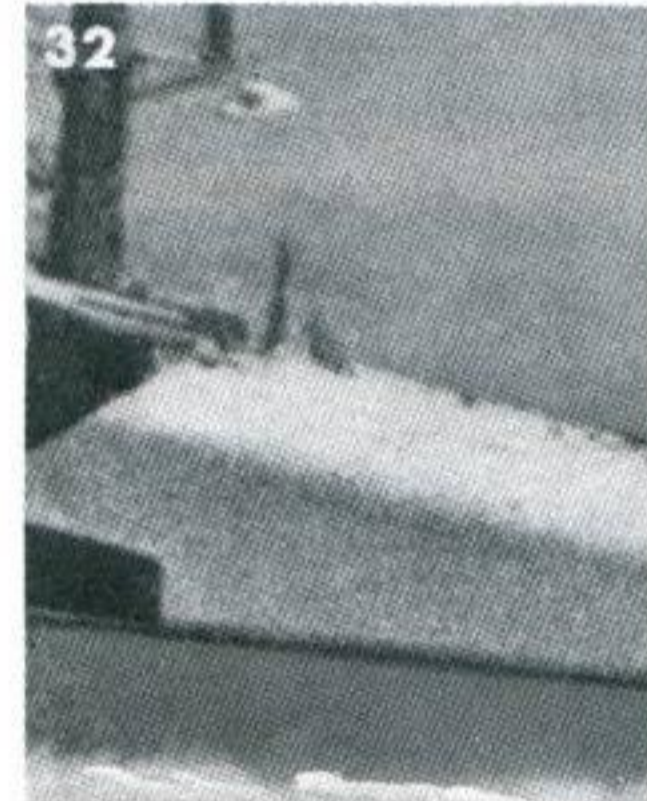
30



31



32



33

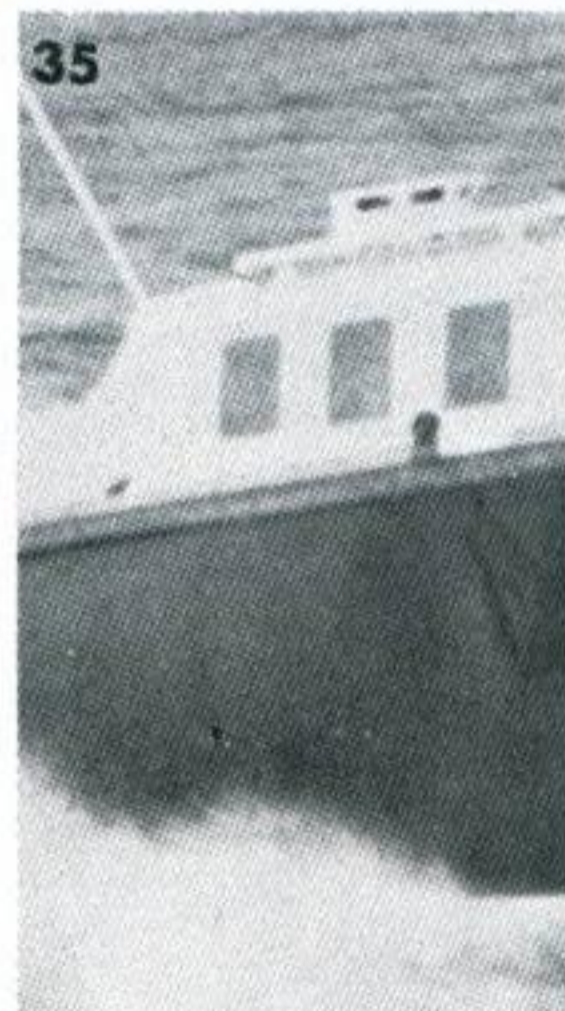


*Solutions on the back cover*

34



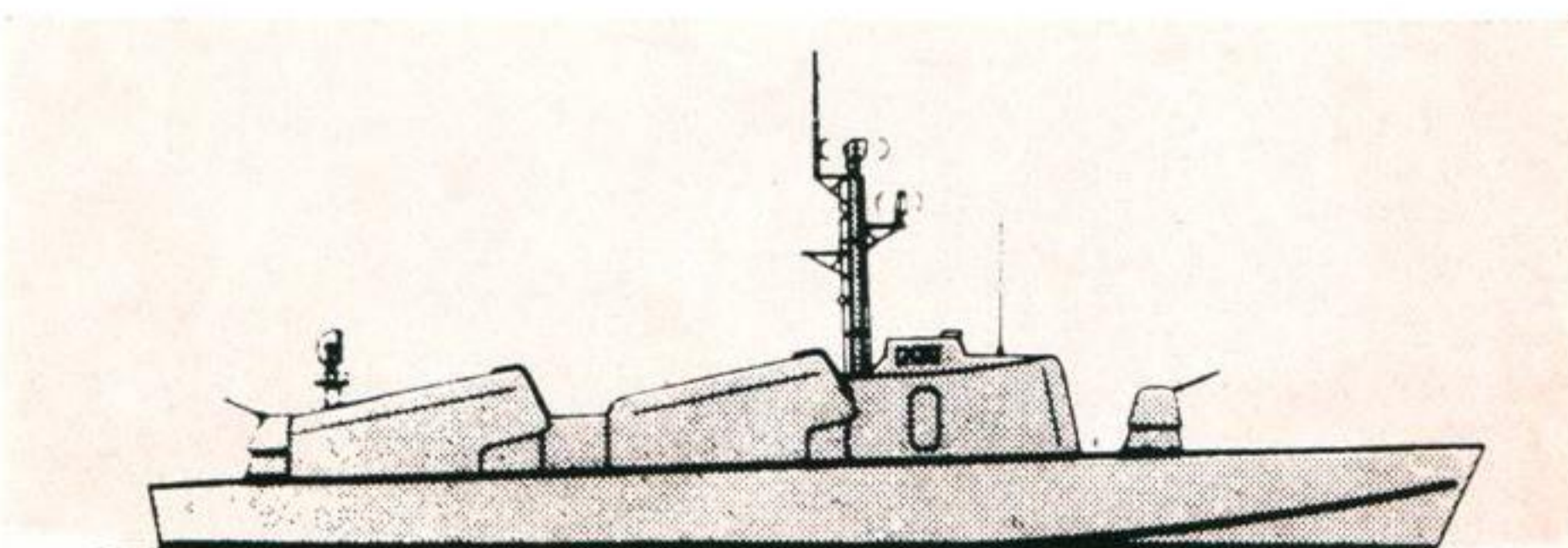
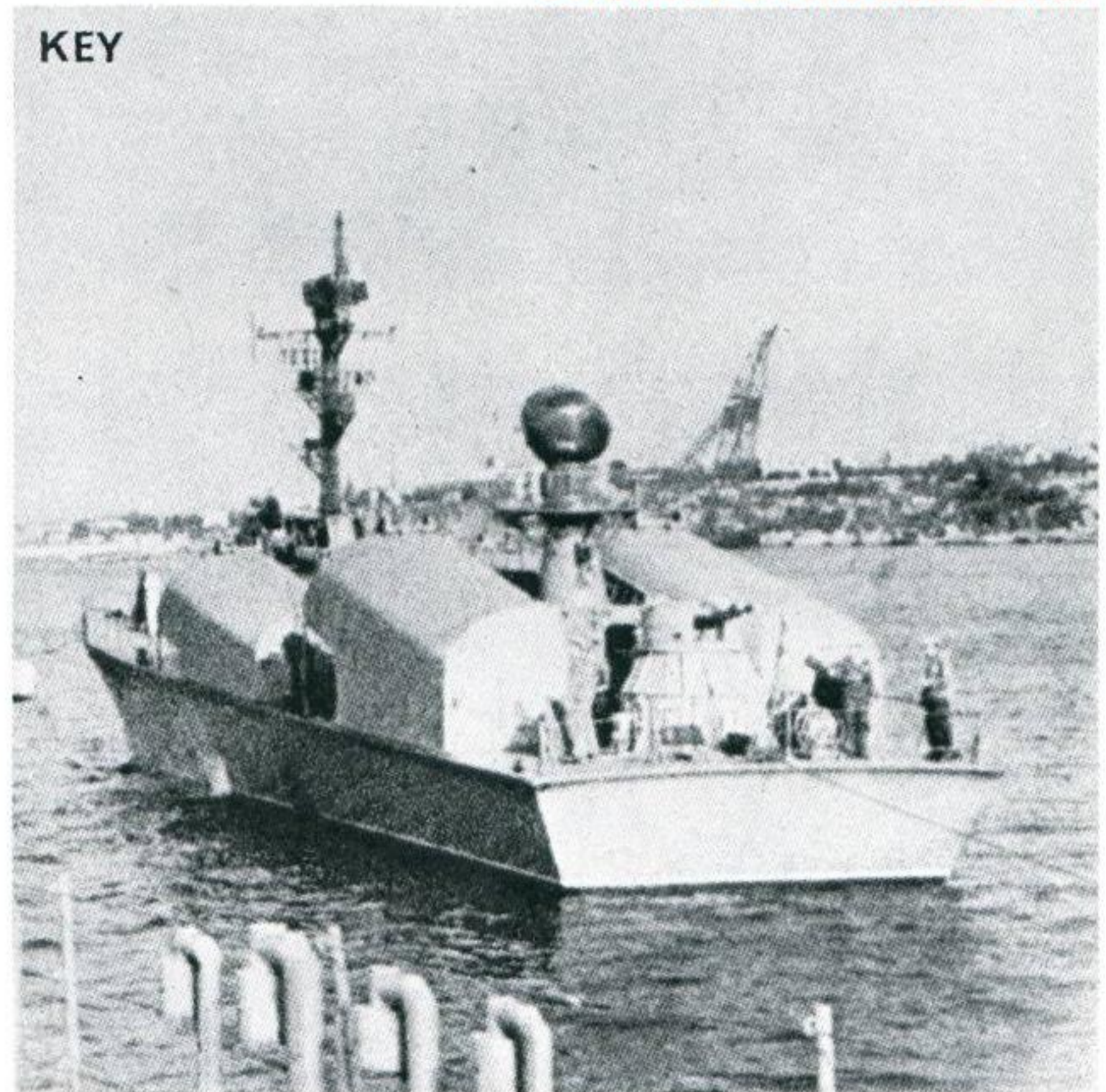
35



36



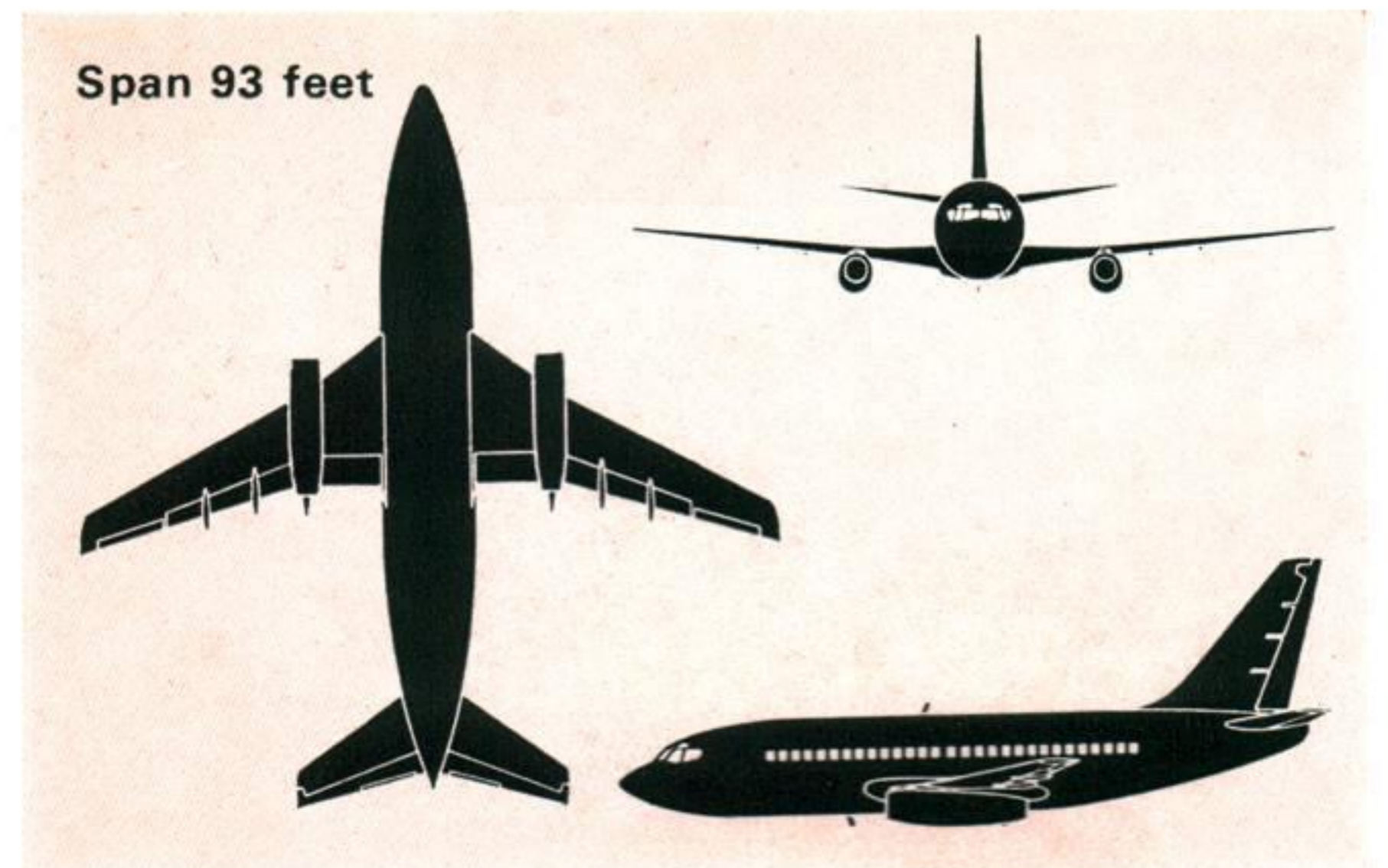
KEY



# BOEING 737

Two main versions of this short-haul jet transport exist—the Model 737-100 and the 737-200; the latter differs in having a 6-foot increase in overall fuselage length. Freighter and "Quick Change" passenger/freighter versions of the 737-200 are offered and deliveries of the basic 737 to airline operators are now under way.

The 737 is flown by a crew of two and the Series 100 carries up to 101 passengers, and the Series 200 up to 113 passengers.



Identity Training is a matter of "doing", not of gathering information. Submit to the instructions given below, and in every edition of the *Journal*, and your ability to identify will develop automatically.

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 and so gain experience: spend no time on difficult ones. 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.** Do not use abbreviations: write down the name given in the title.
5. It is more important to identify accurately than quickly. Lessons should not be hurried or given a time limit.
6. Do not attempt conscious memorising of details, shapes, or names: the procedure will take care of that. Do not attempt the lesson without using the key: wait until your ability to do so is self-evident.

## 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.

**KEY**



## **CUB (AN-12)**

Russia's Antonov Cub is a freight-carrying version of the Cat and differs from the latter in having an upswept rear fuselage, incorporating a loading ramp, and a redesigned tail. The ventral fin is absent on Cub and the military version has a tail gunner's position. In the latest version, the turret is removed and replaced by a streamlined fairing.

Cub is flown by a crew of five and can carry 44,092 lb of freight including wheeled or tracked vehicles or

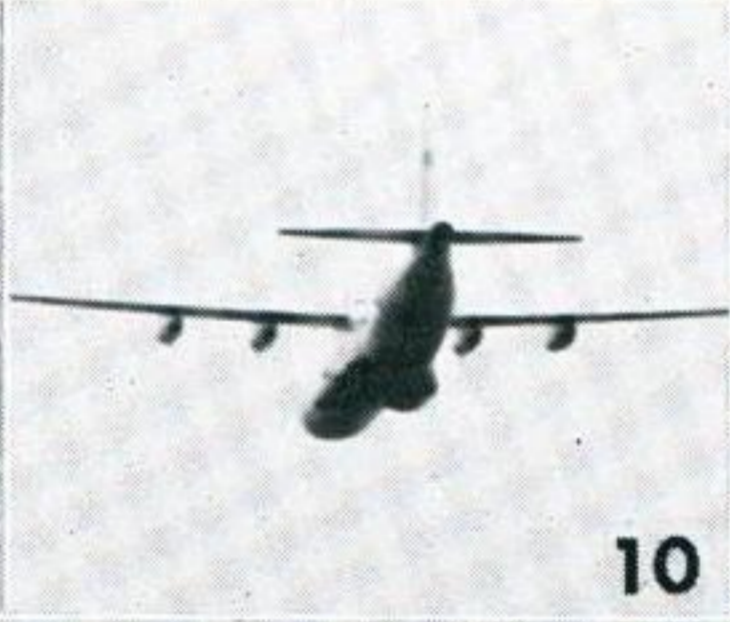
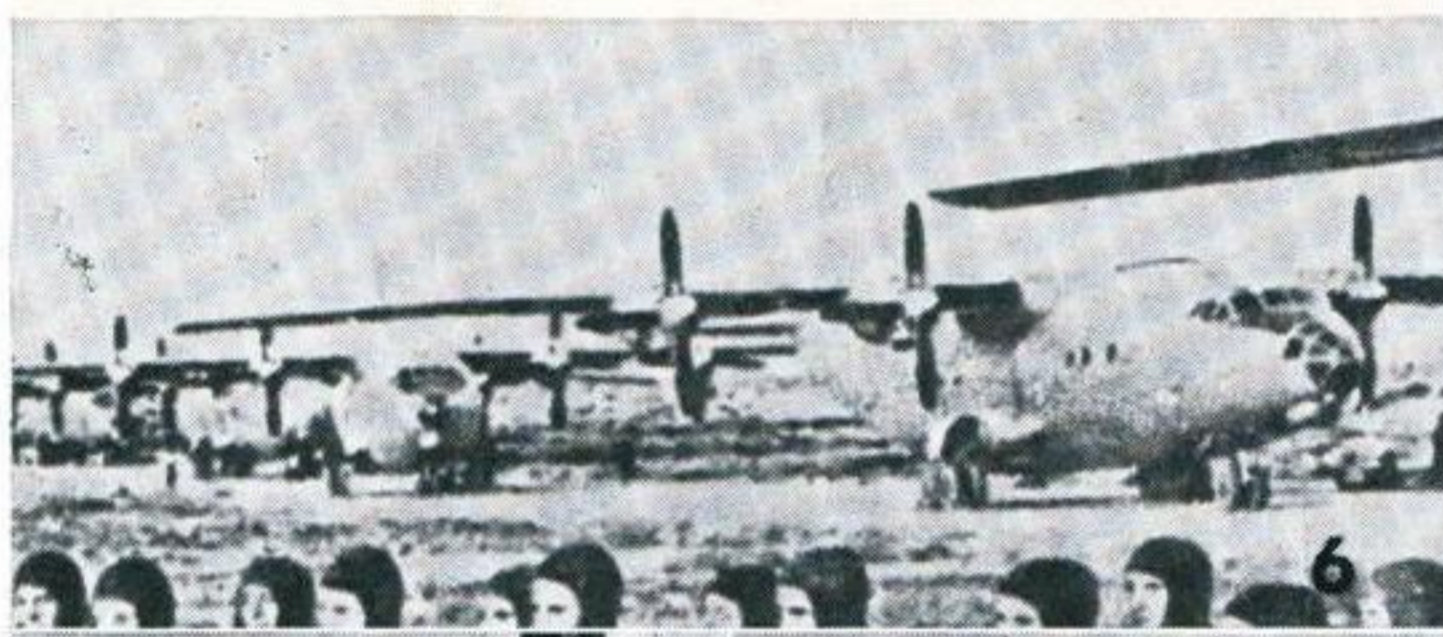
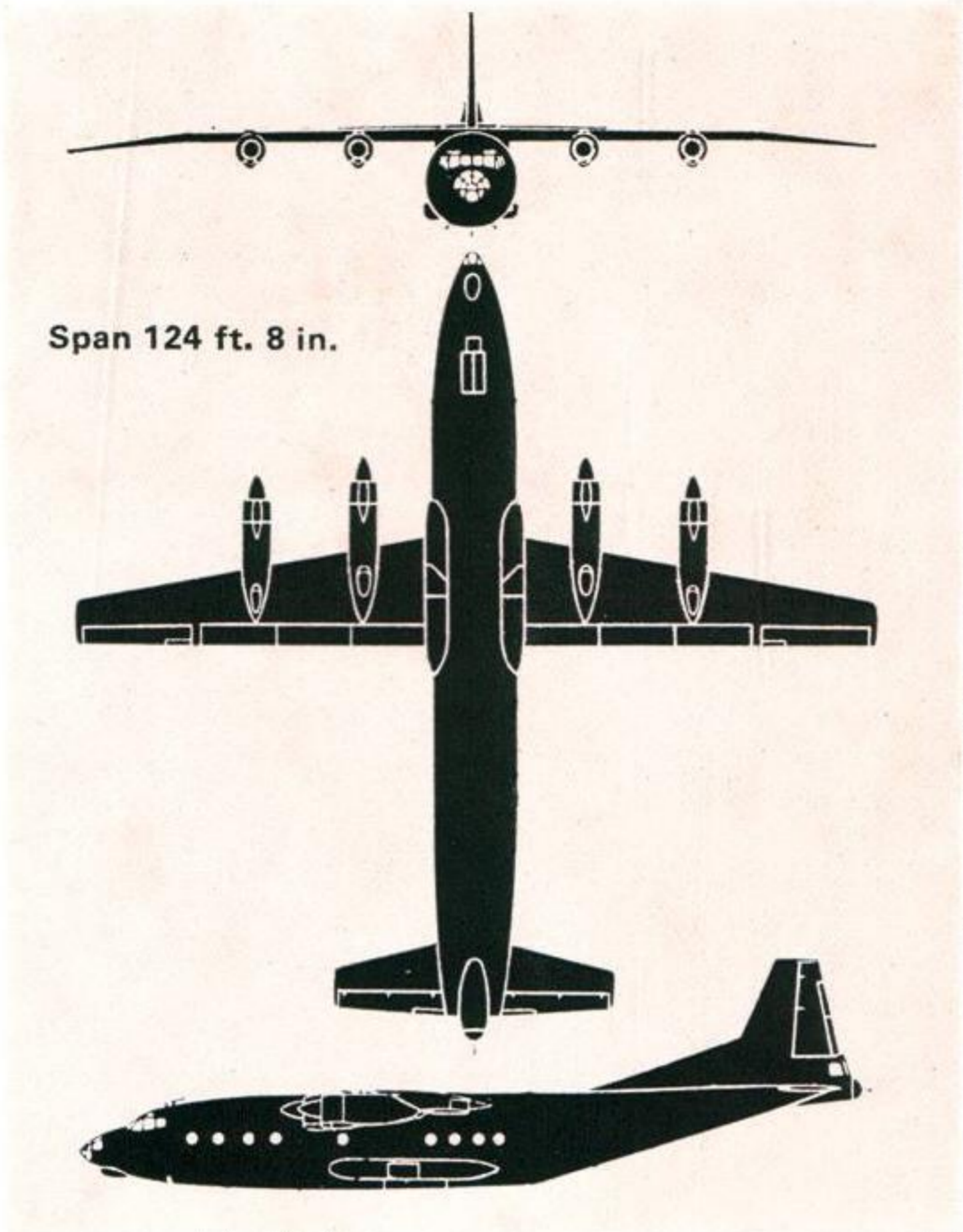
surface-to-air and surface-to-surface missiles with their support equipment. For air-drop operations the loading ramp can be lowered in flight.

Cub is currently a standard Soviet Air Force heavy military freighter and paratroop transport and has also been supplied to the air arms of Algeria, Egypt, India, Indonesia and Iraq. Civil versions operate with Aeroflot, Polish Air Lines LOT and Cubana. Some civil Cubs still retain tail gun positions and for a while one

*continued*

**KEY**





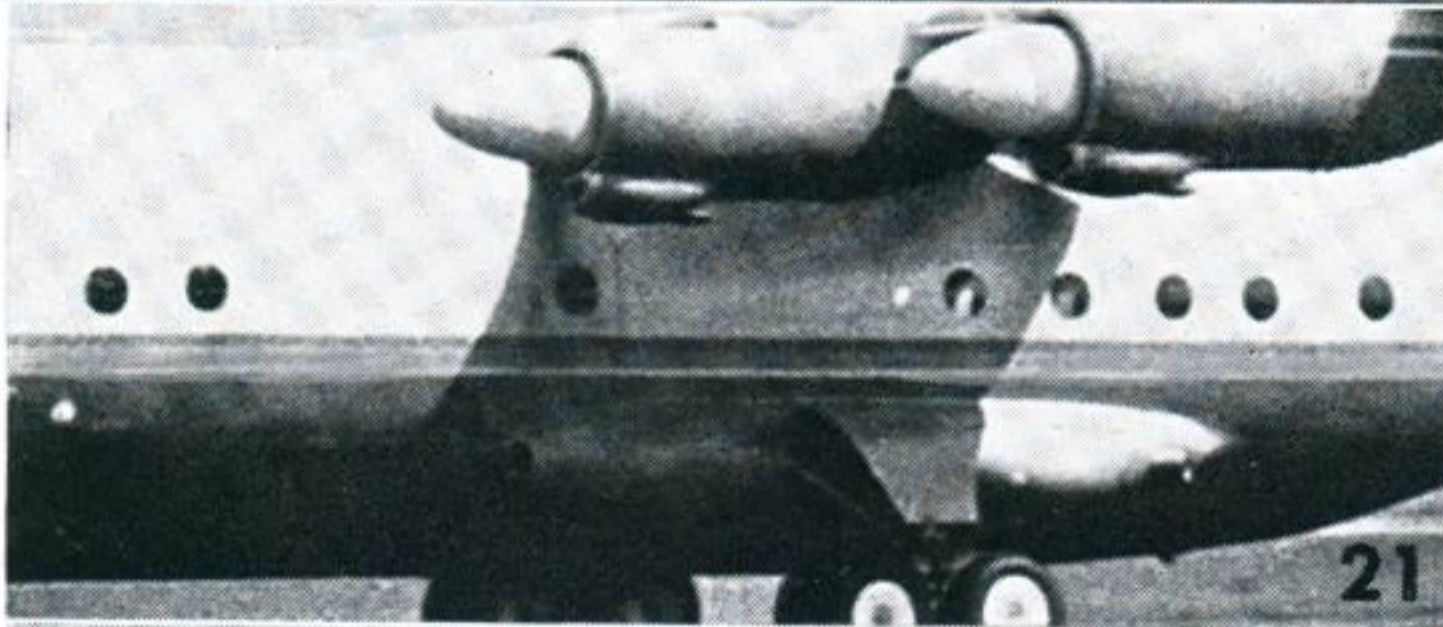
Lesson instructions are on page 91

continued ▶

**KEY**



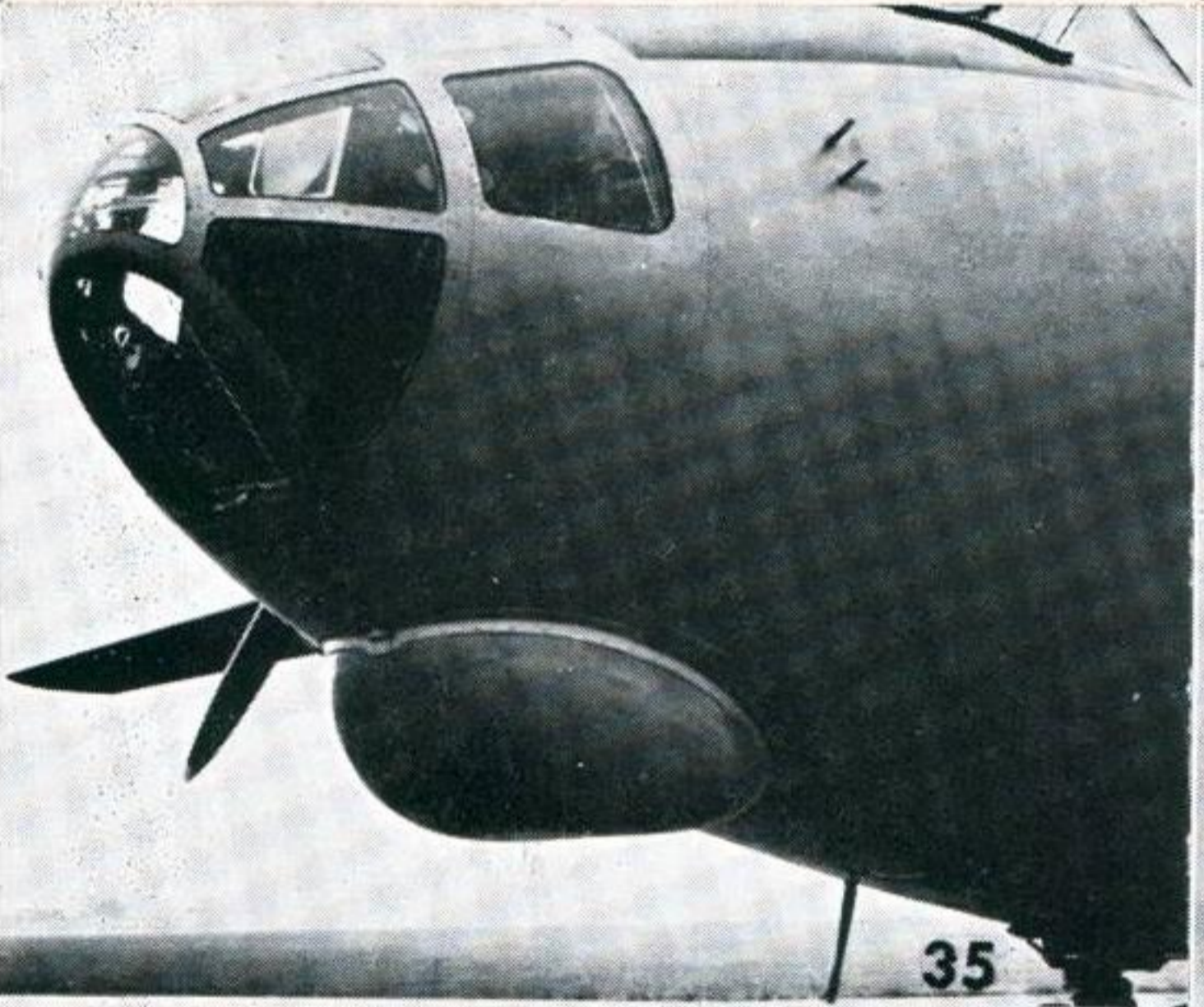
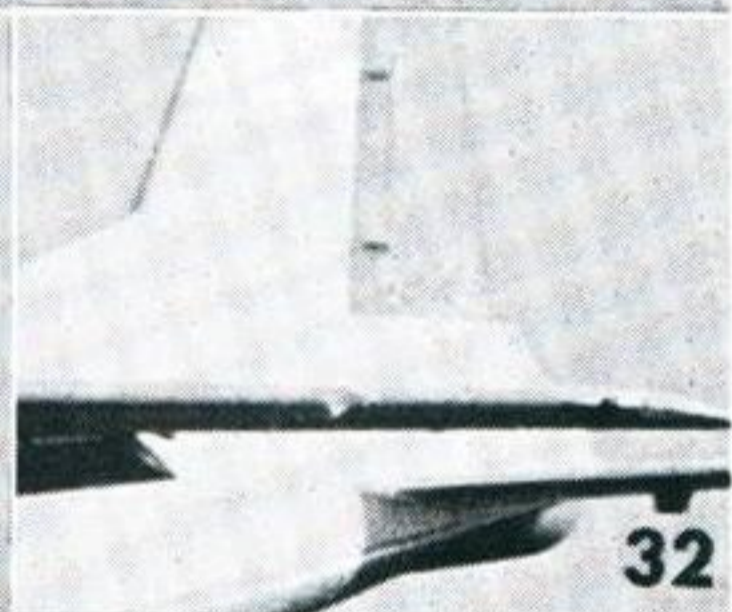
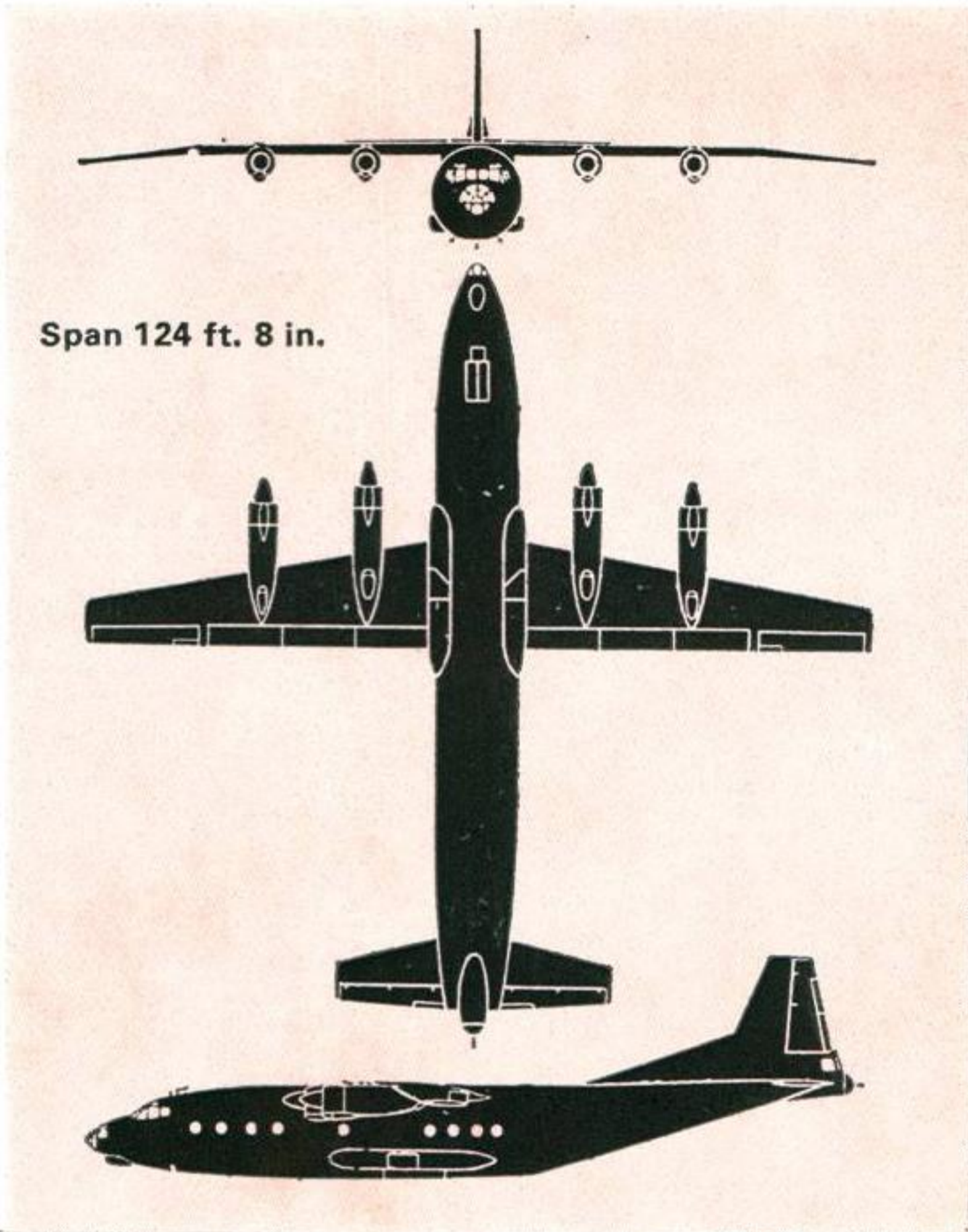
**KEY**



**CUB** *continued*

such example was operated by Ghana Airways. One of Aeroflot's Cubs has been tested on special skis for operation in Polar regions.

To learn to identify Cub, work to the lesson instructions on page 91 and check your answers with the solutions on the back cover.



**KEY**





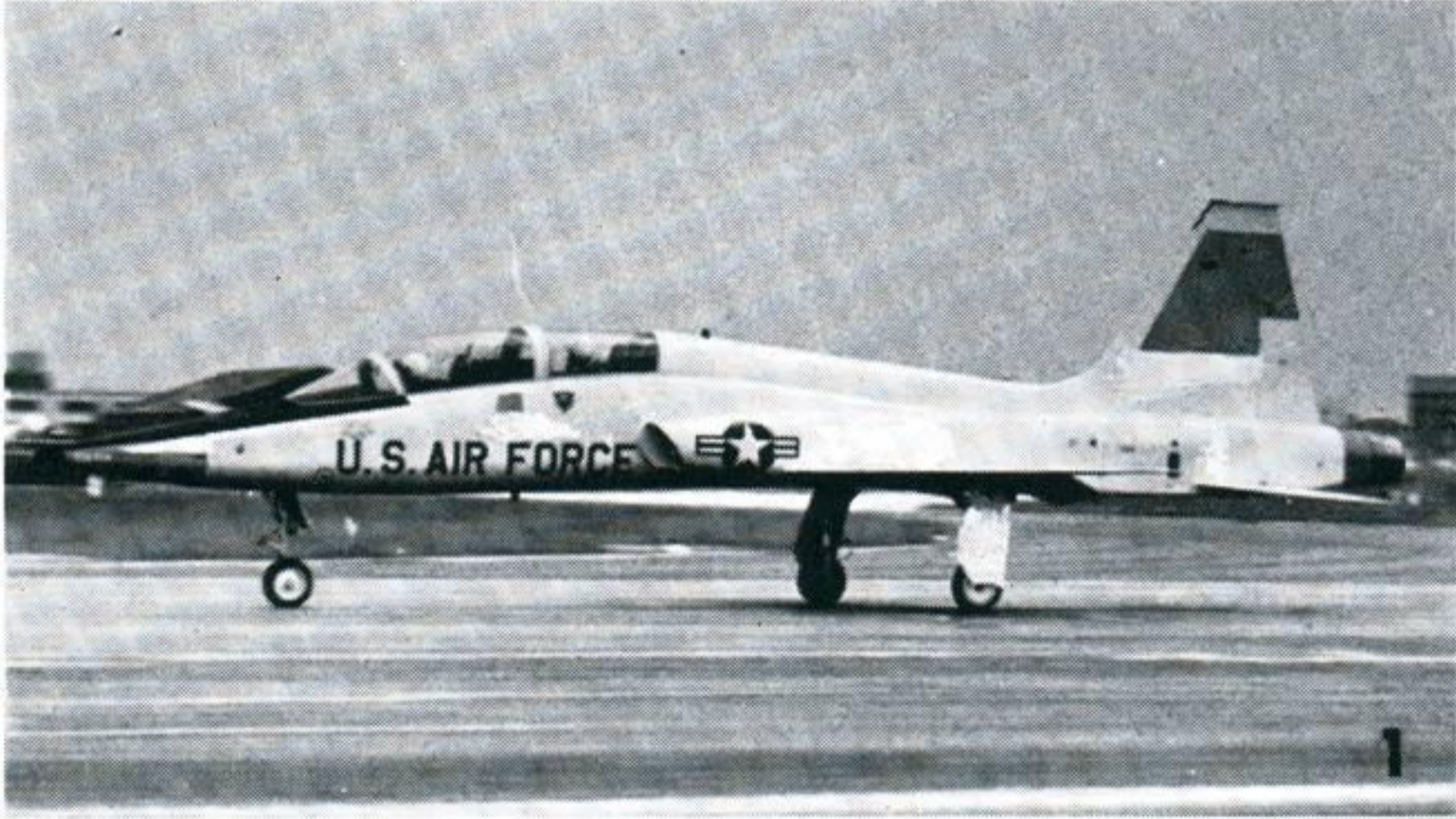
**KEY**

# TALON

The Northrop T-38 Talon lightweight twin-jet supersonic trainer was originally developed as a private venture and has been in continuous production for the U.S.A.F. since 1956. It was the first training aircraft in the world to be designed from the outset for supersonic flight and the prototype first flew in April 1959. Production aircraft became operational in March 1961 and 900 had been delivered by late 1967.

Talon, in addition to being used by the U.S.A.F. as its "undergraduate" trainer, also serves with N.A.S.A. for the space flight readiness training of astronauts. At the time of writing seven Talons are being produced each month.

As Talon closely resembles other light tactical fighters (which exists in both single-seat and two-seat form) it must be thoroughly learned. To do this work to the instructions on page 91 and report all targets as Talon, or otherwise if jokers. Solutions are on the back cover. *Note:* Some of the prototypes of Talon were apparently single-seaters (see key views top pages 96 and 97).



1



3



2



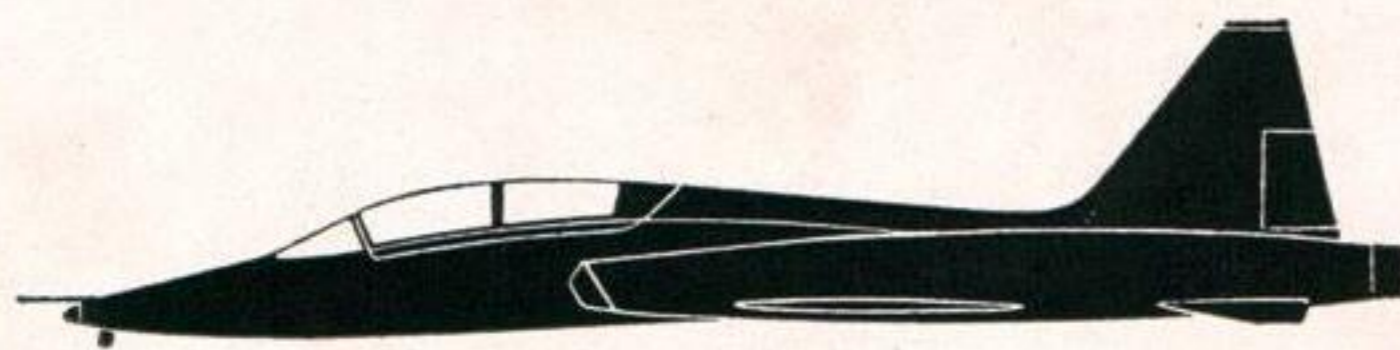
4



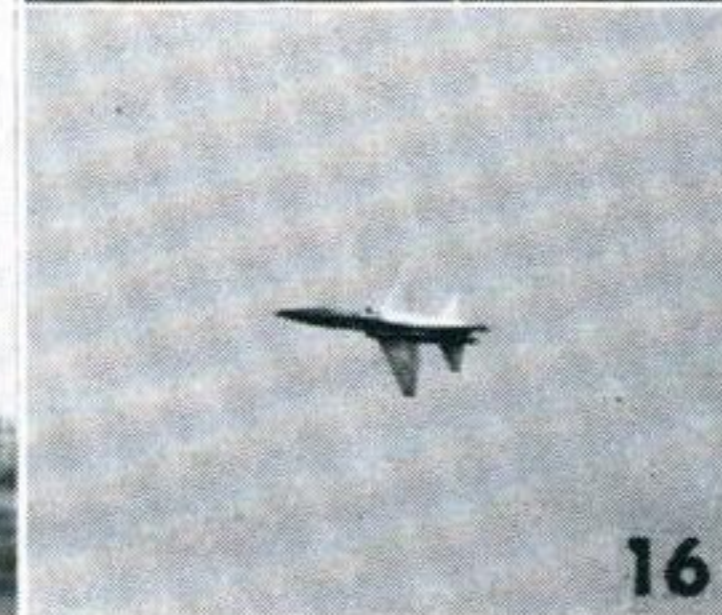
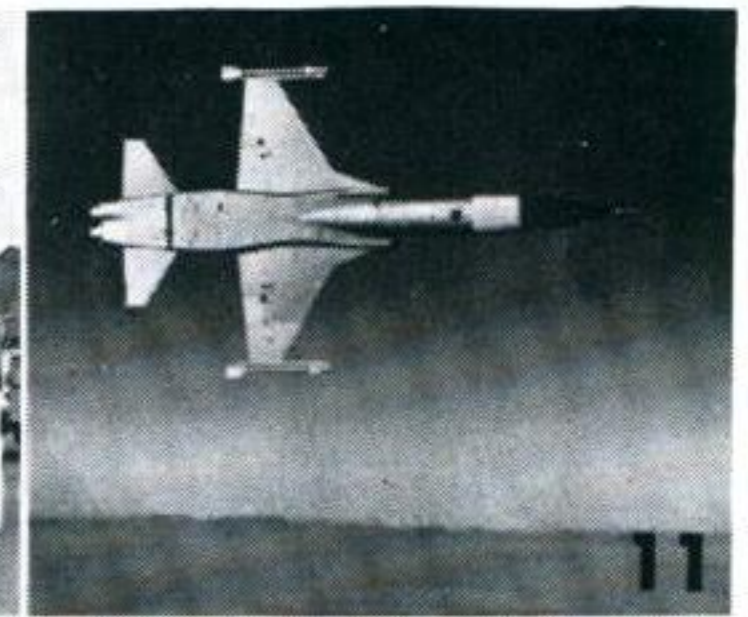
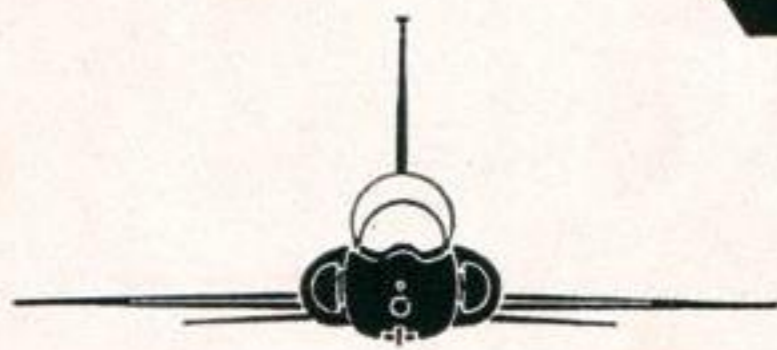
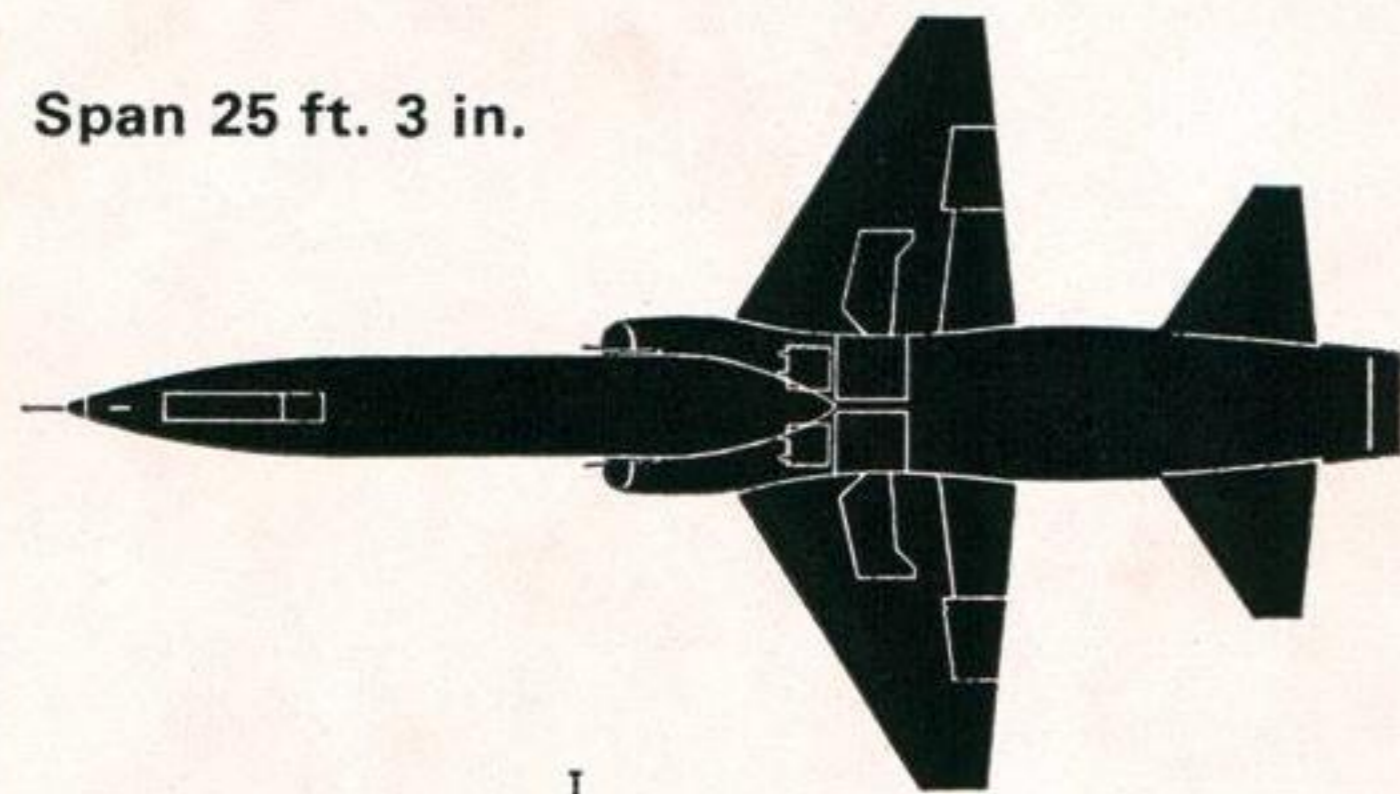
5

**KEY**



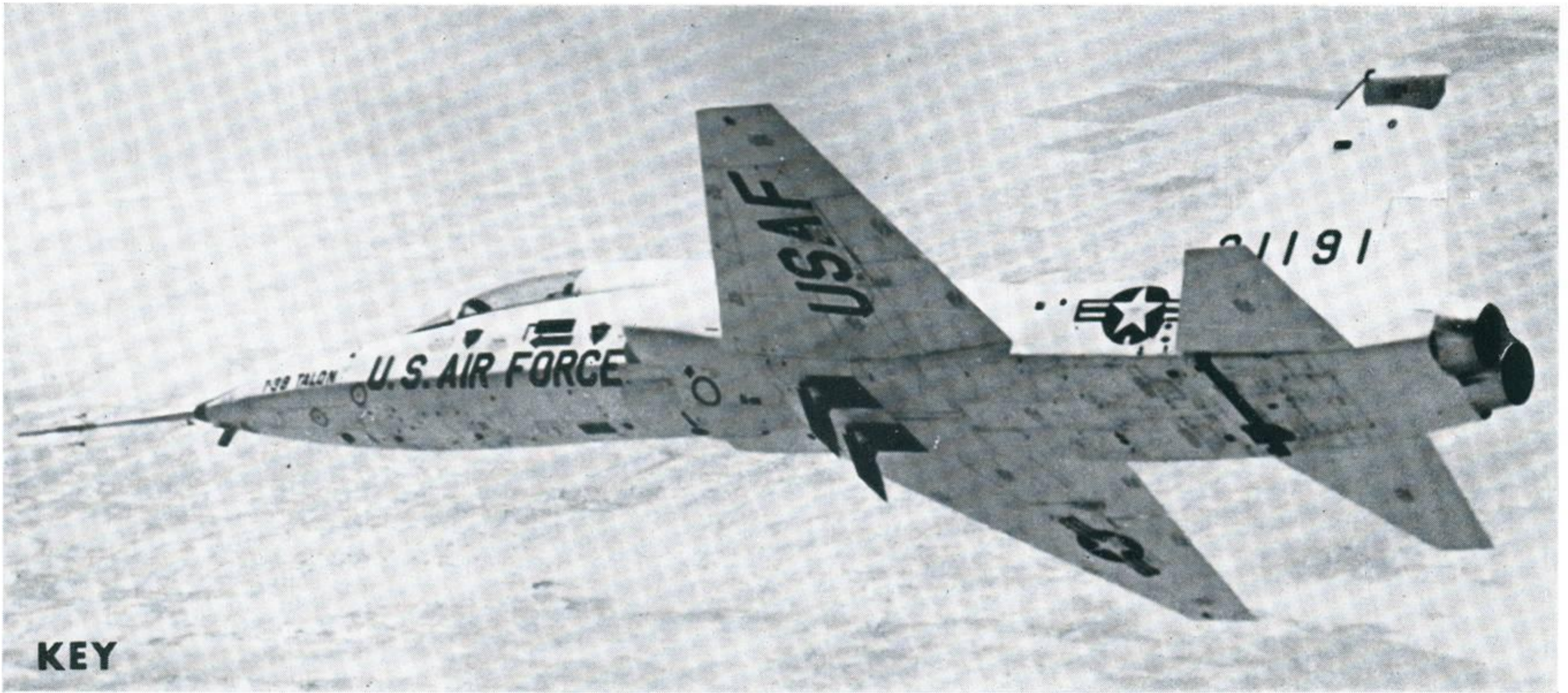


Span 25 ft. 3 in.



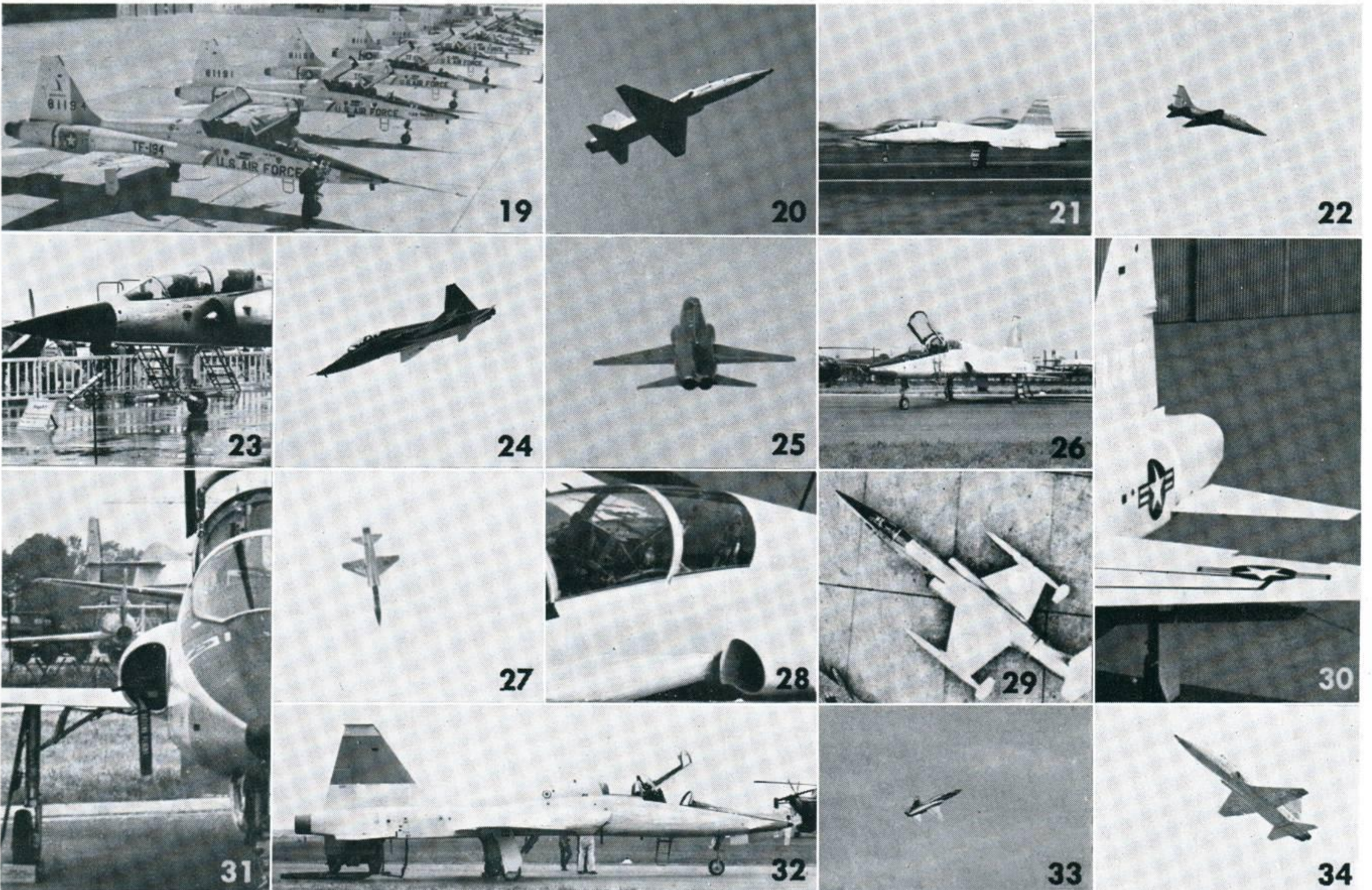
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KEY

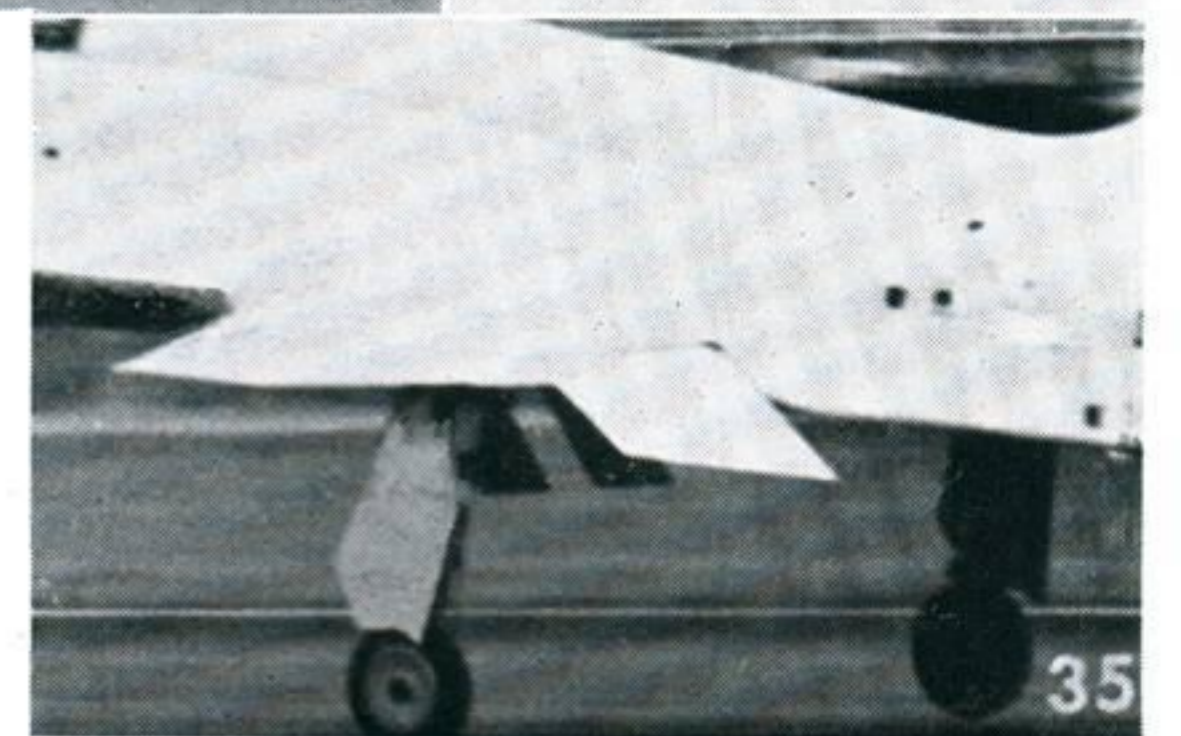
**TALON** *continued*



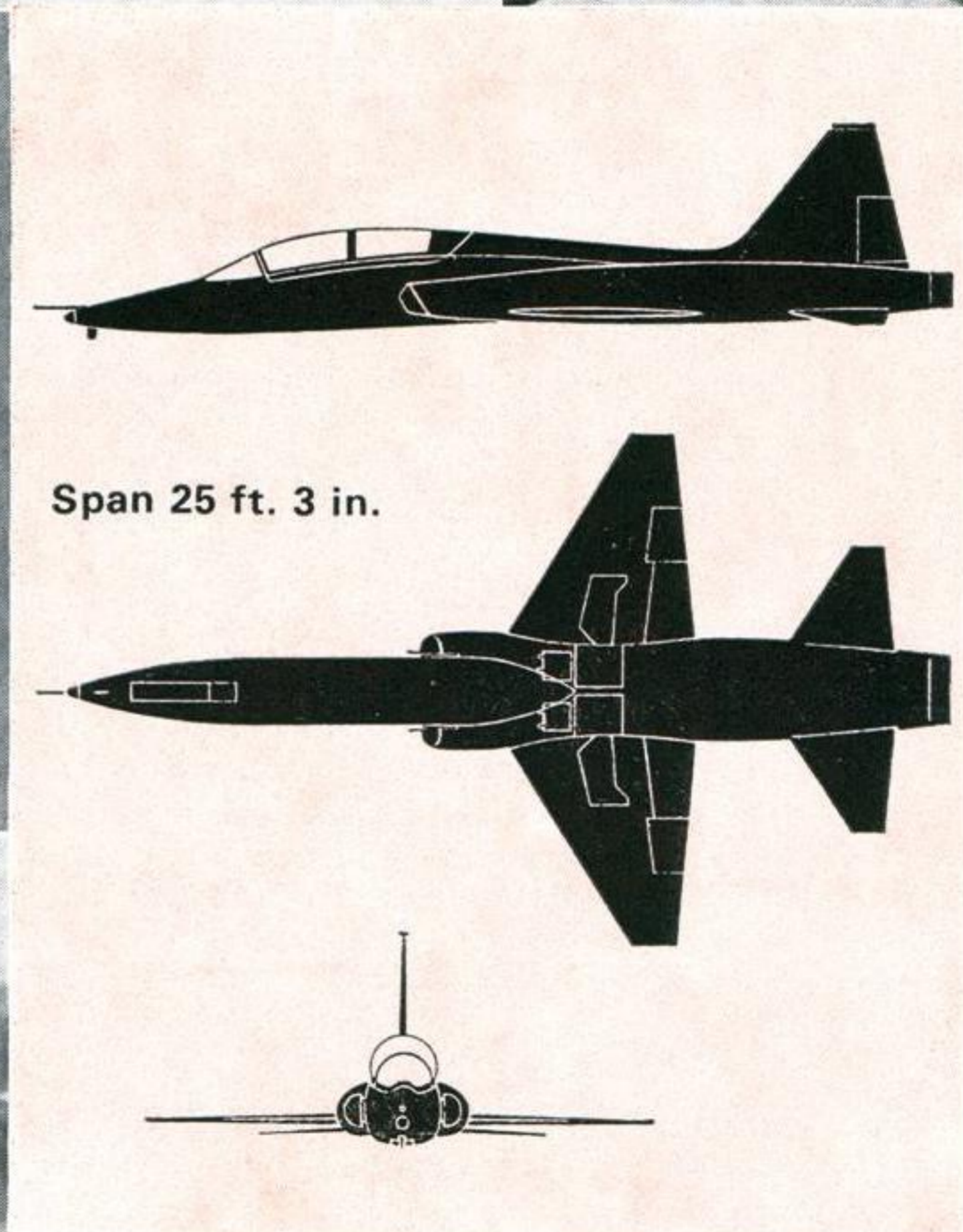
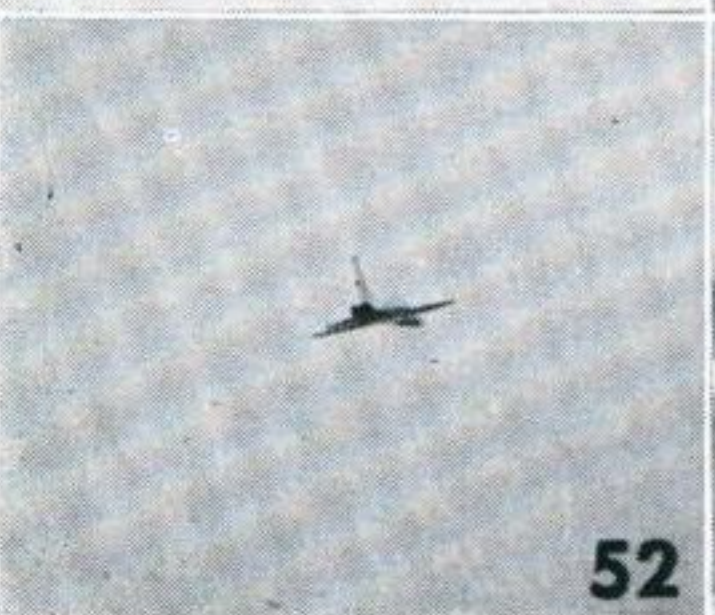
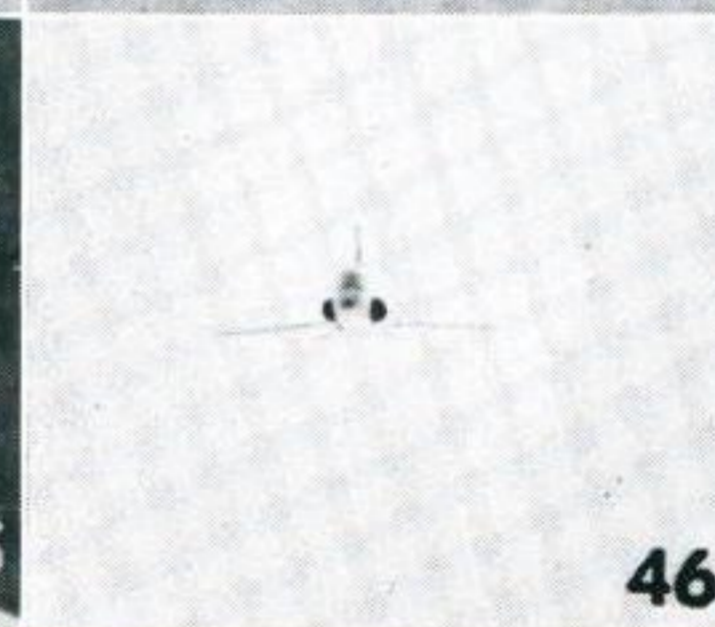
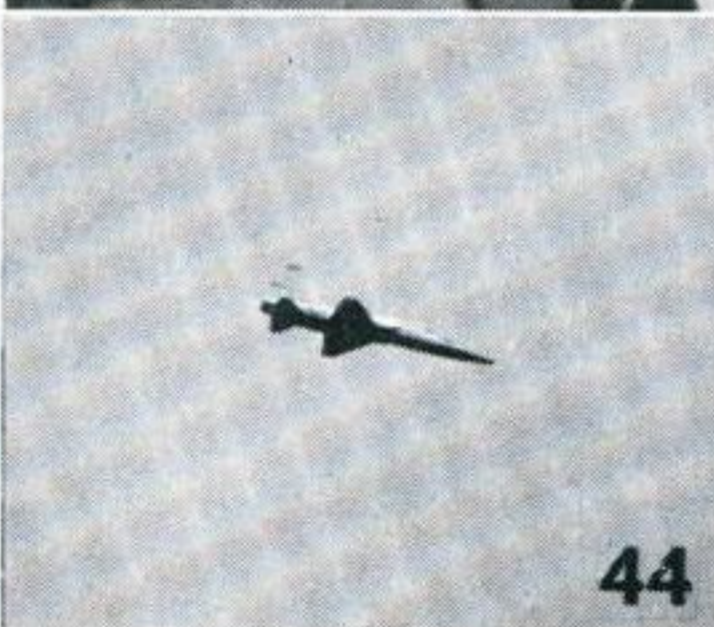
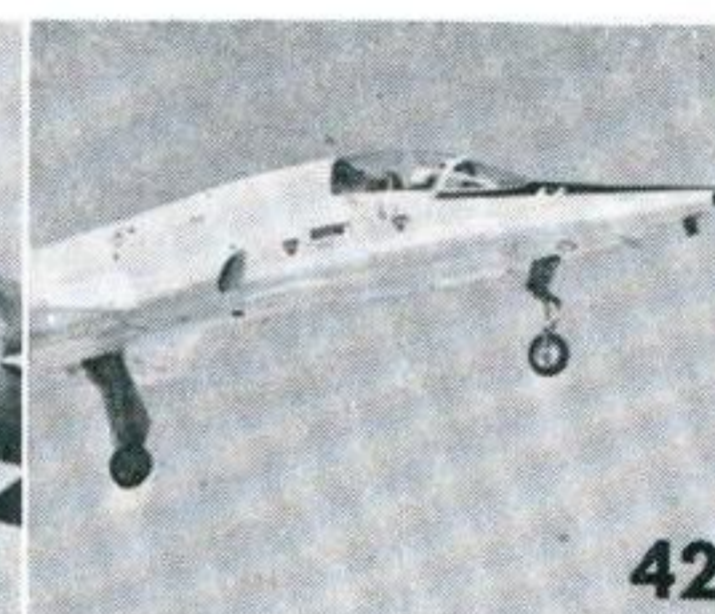
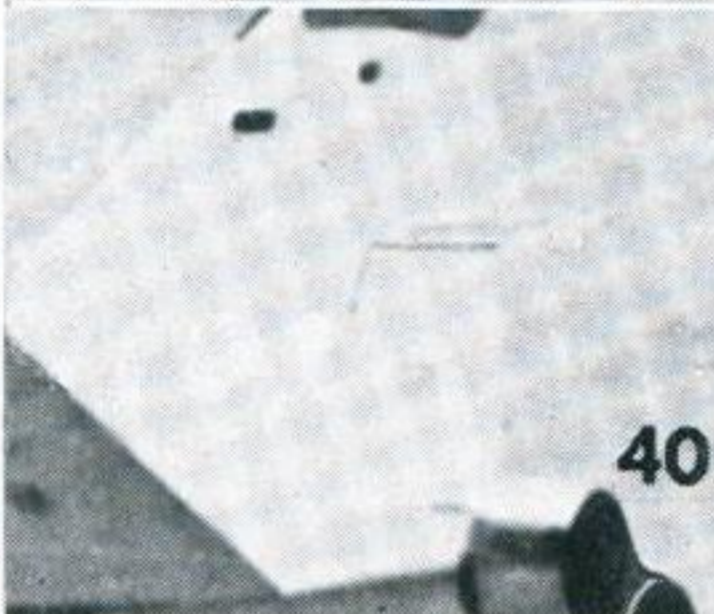
*Lesson instructions are on page 91*



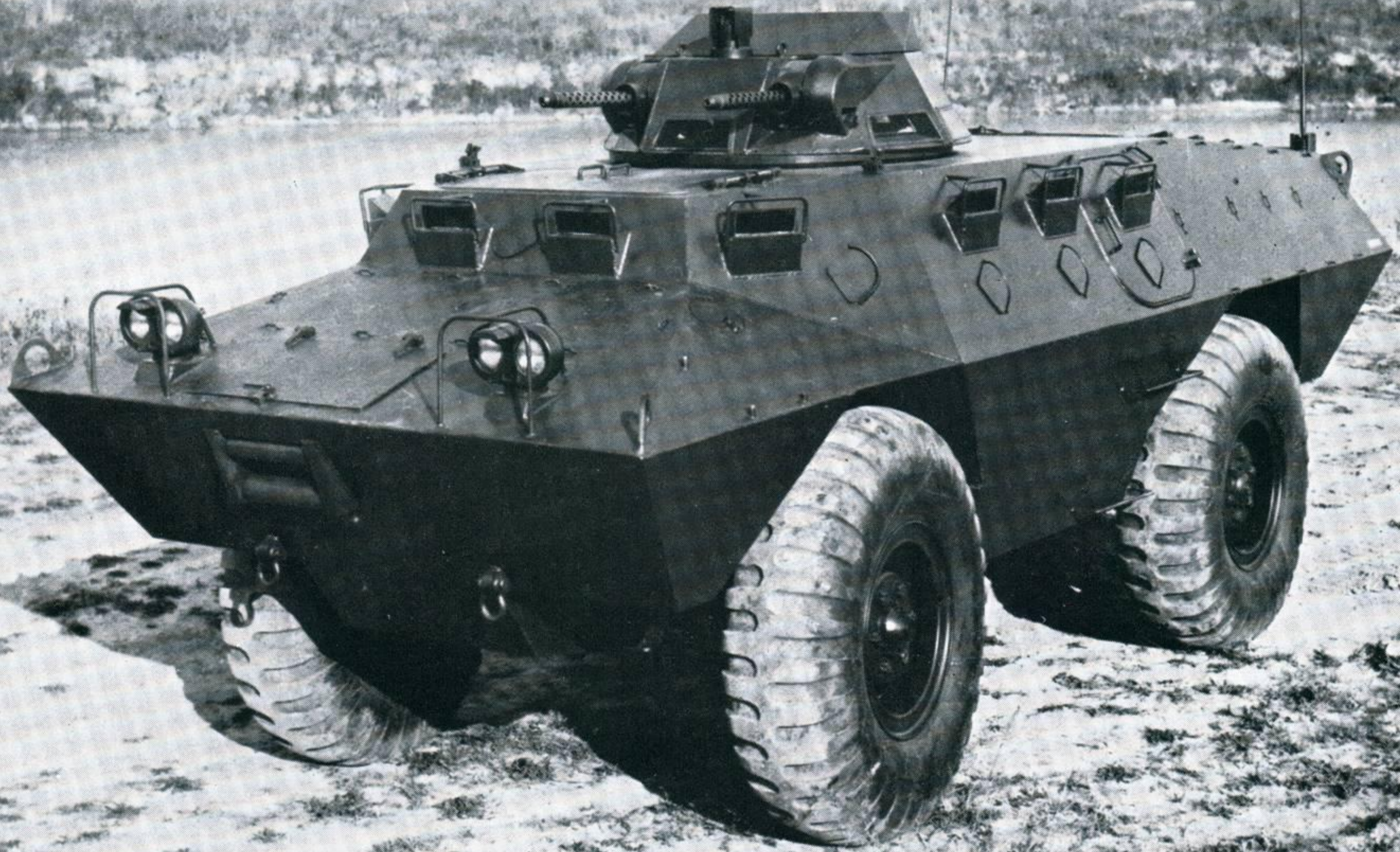
KEY



*Solutions on the back cover*



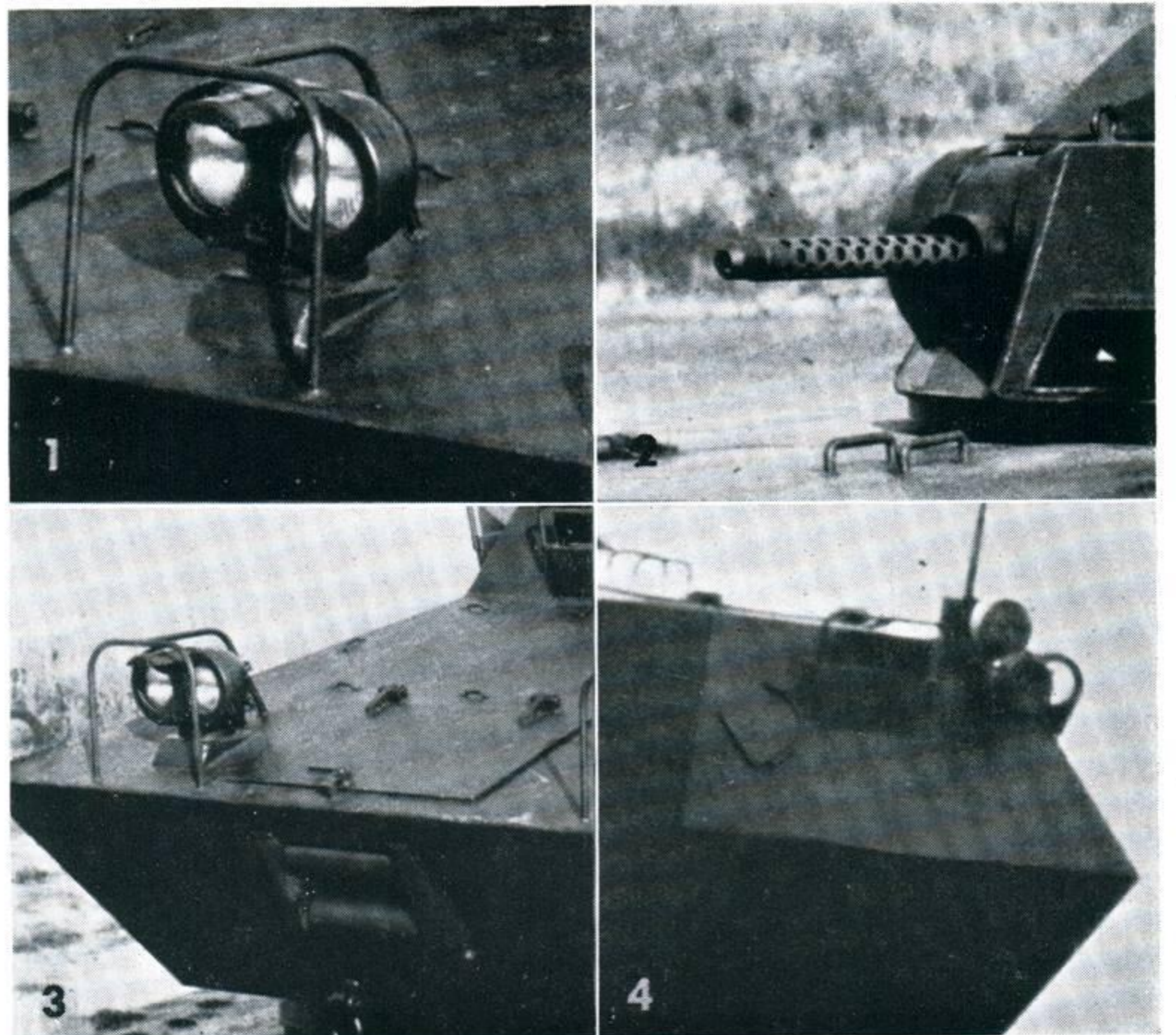
# XM706 Commando Armoured Car

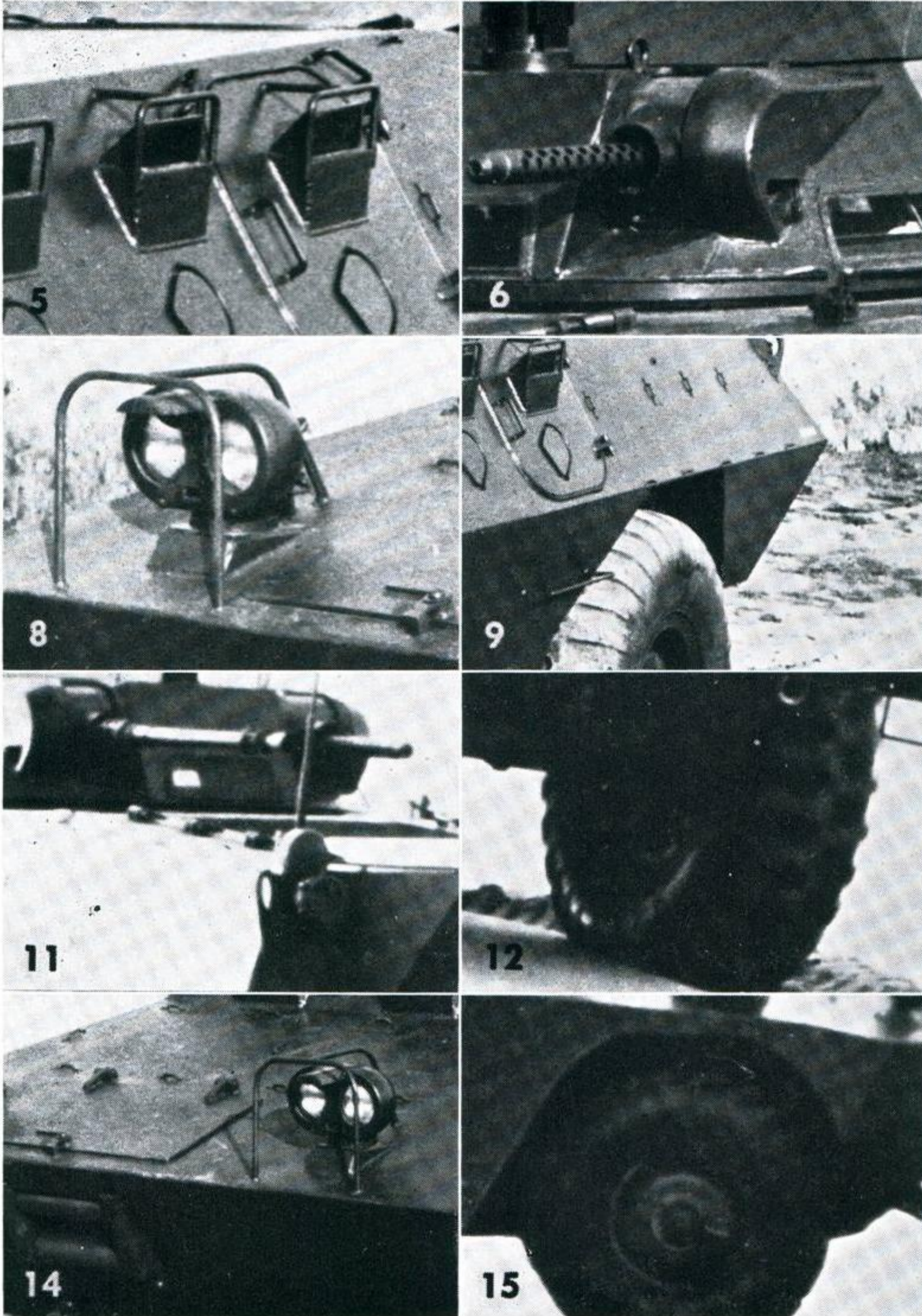


KEY

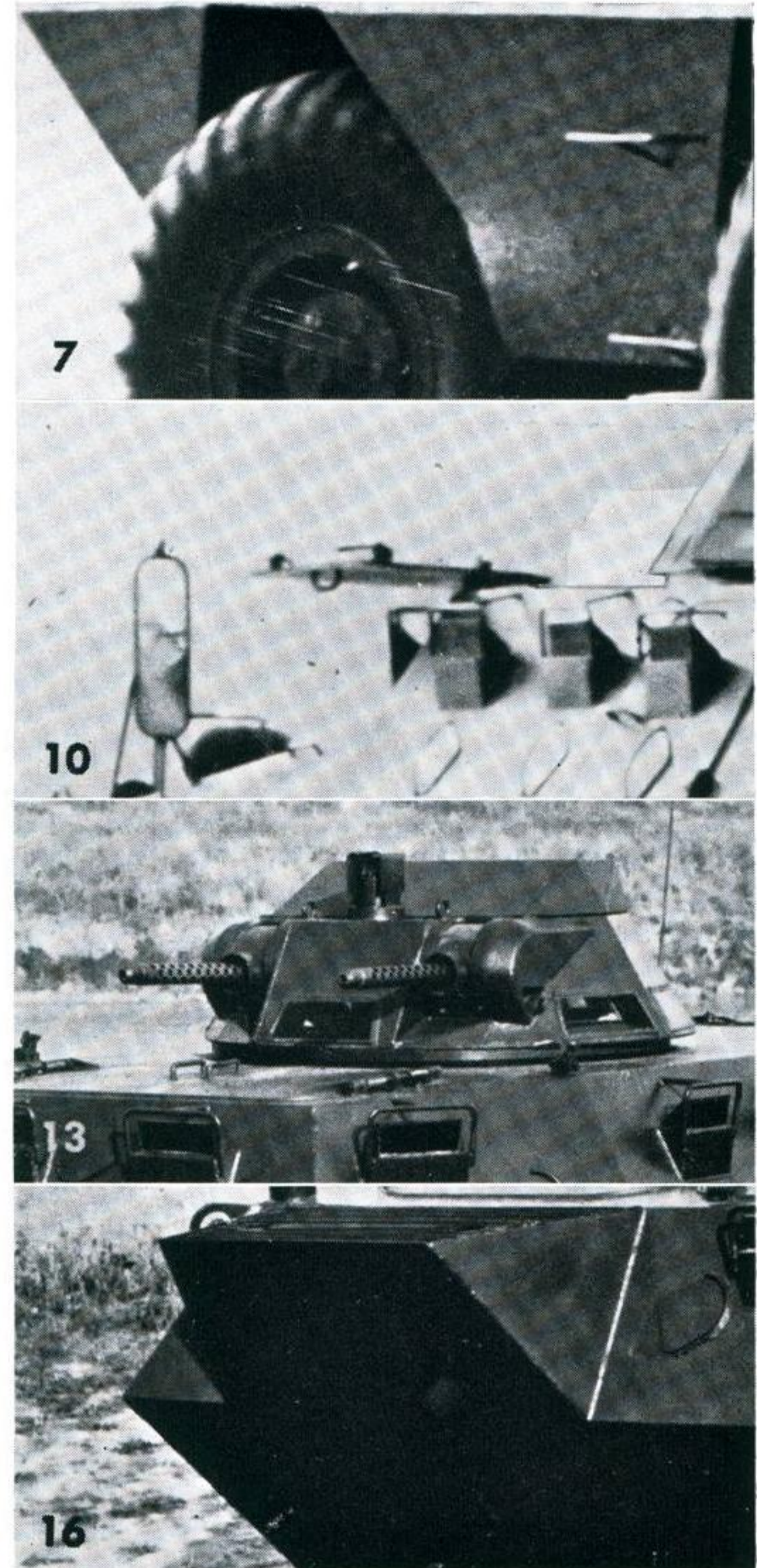
In contrast to most other armies, the U.S. Army has not for many years used any armoured cars. However, when the Cadillac Gage Company, of Detroit, developed as a private venture an armoured car called the Commando the U.S. Army decided to order it in limited quantity for use in Vietnam. Thus, the Cadillac Gage Commando became the XM706 armoured car of the U.S. Army.

The XM706 is not an armoured car in the usual sense of the word as it can carry as many as eleven men, including the driver, and it could, therefore, be equally well called a wheeled armoured personnel carrier. However, it is fitted with a turret which mounts two .30-inch machine guns, or one .30 and one .5-inch machine guns. The turrets fitted to the XM706 have taken slightly different forms and at least one experimental version mounts a 20-mm.





*Solutions on the back cover*



*Lesson instructions on page 91*



Hispano Suiza automatic cannon which can be readily identified by its long barrel.

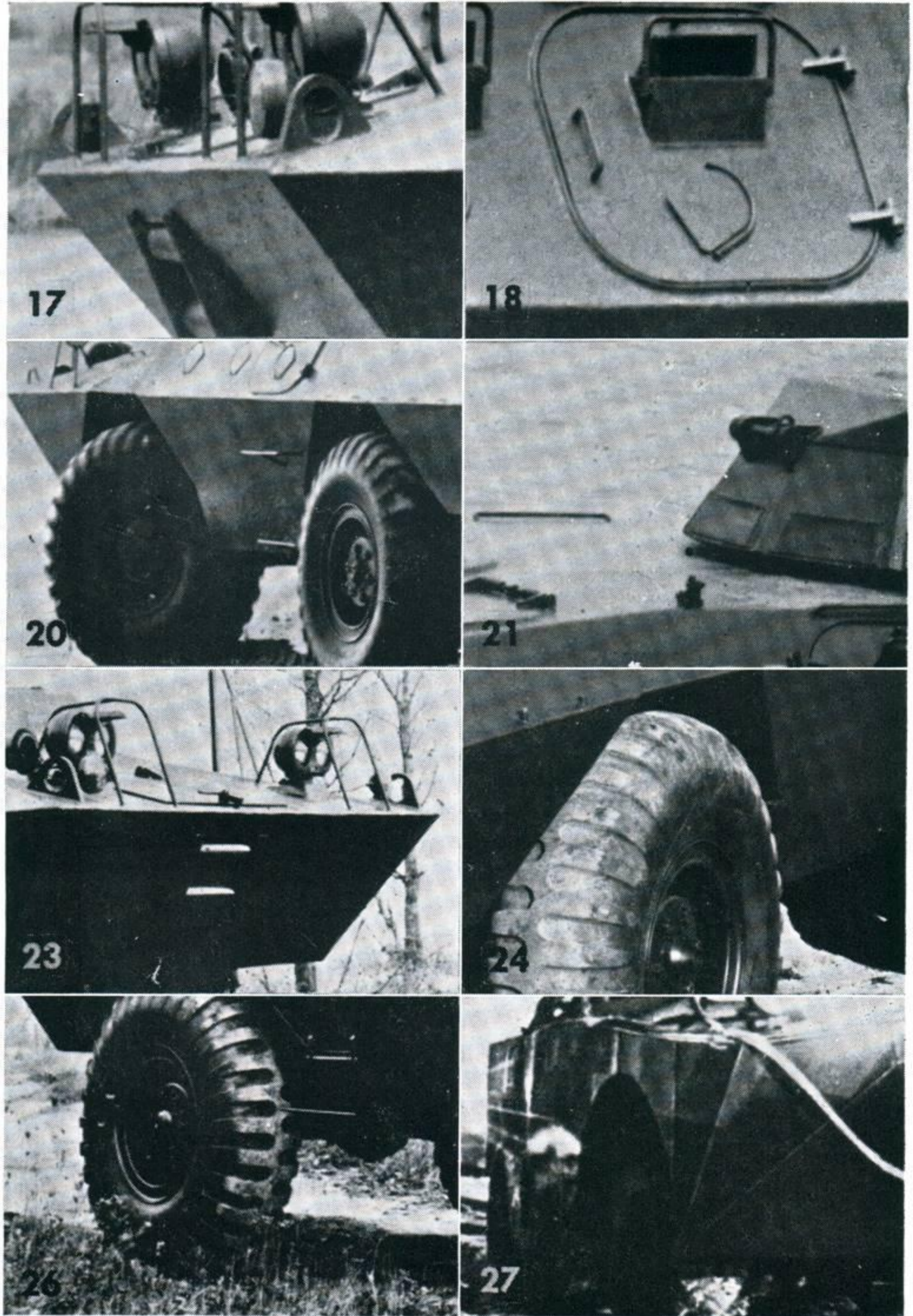
The hull of the XM706 has well-sloped plates and it is large enough to give the vehicle sufficient buoyancy to swim across water obstacles, propelling itself with its wheels acting as paddle-wheels. The wheels are relatively large and the wheelbase short, which gives the XM706 a close-coupled appearance.

The engine of the XM706 is located at the rear of the hull and it gives the 7-ton vehicle a maximum road speed of 62 m.p.h. The large wheels make for good off-the-road performance.

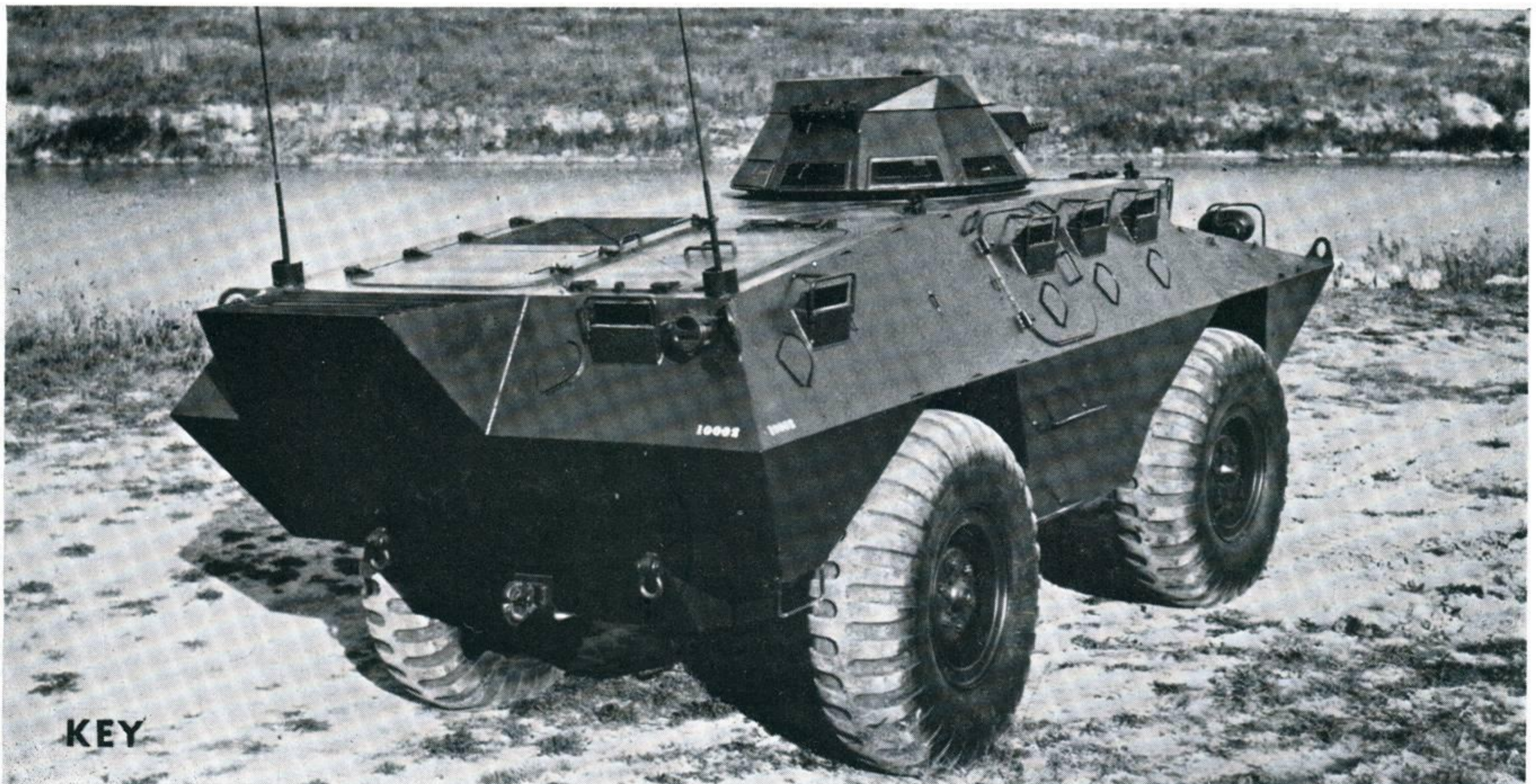
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# XM706

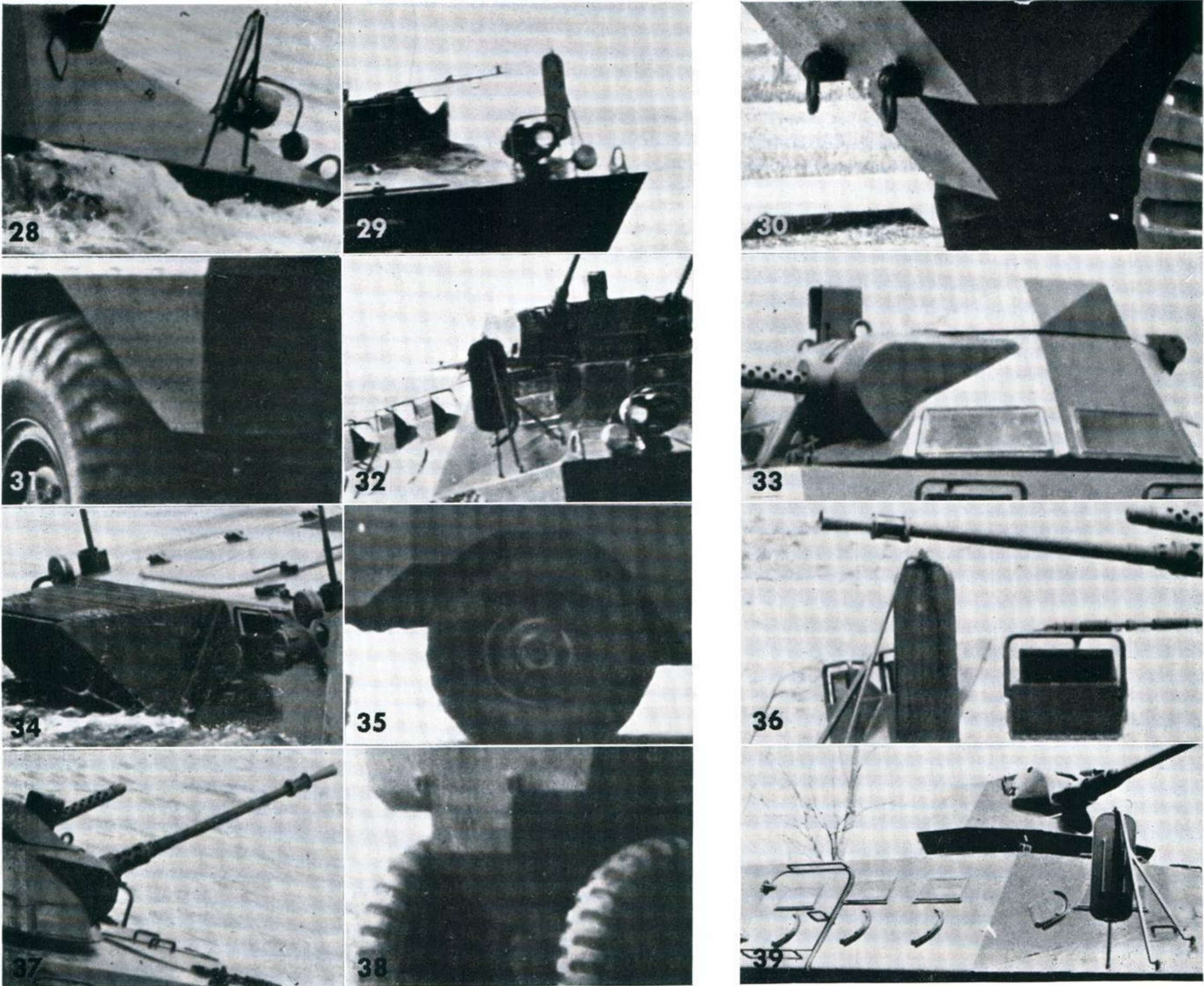
## Commando Armoured Car



*Solutions on the back cover*



**KEY**



Lesson instructions on page 91

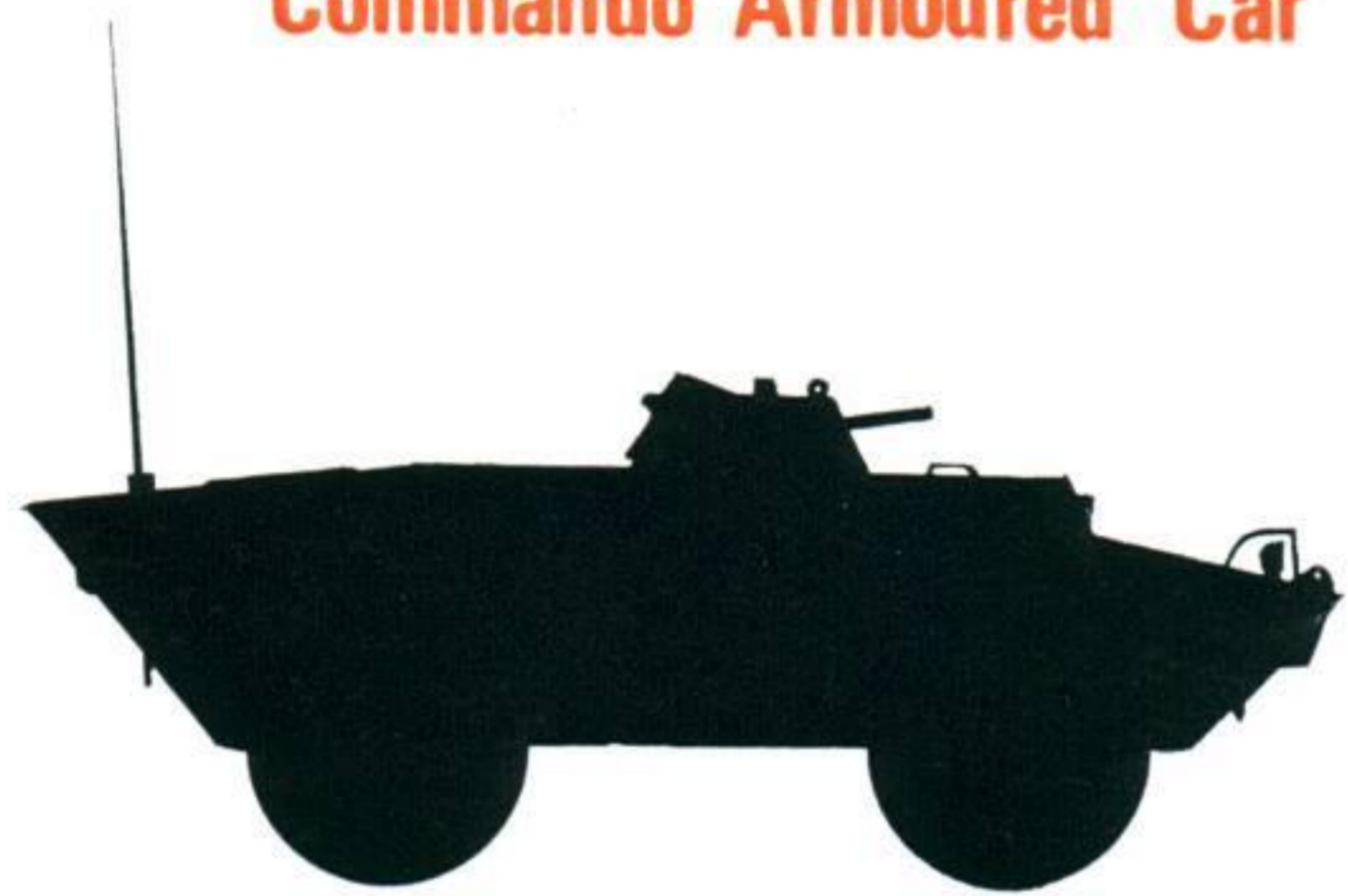
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KEY

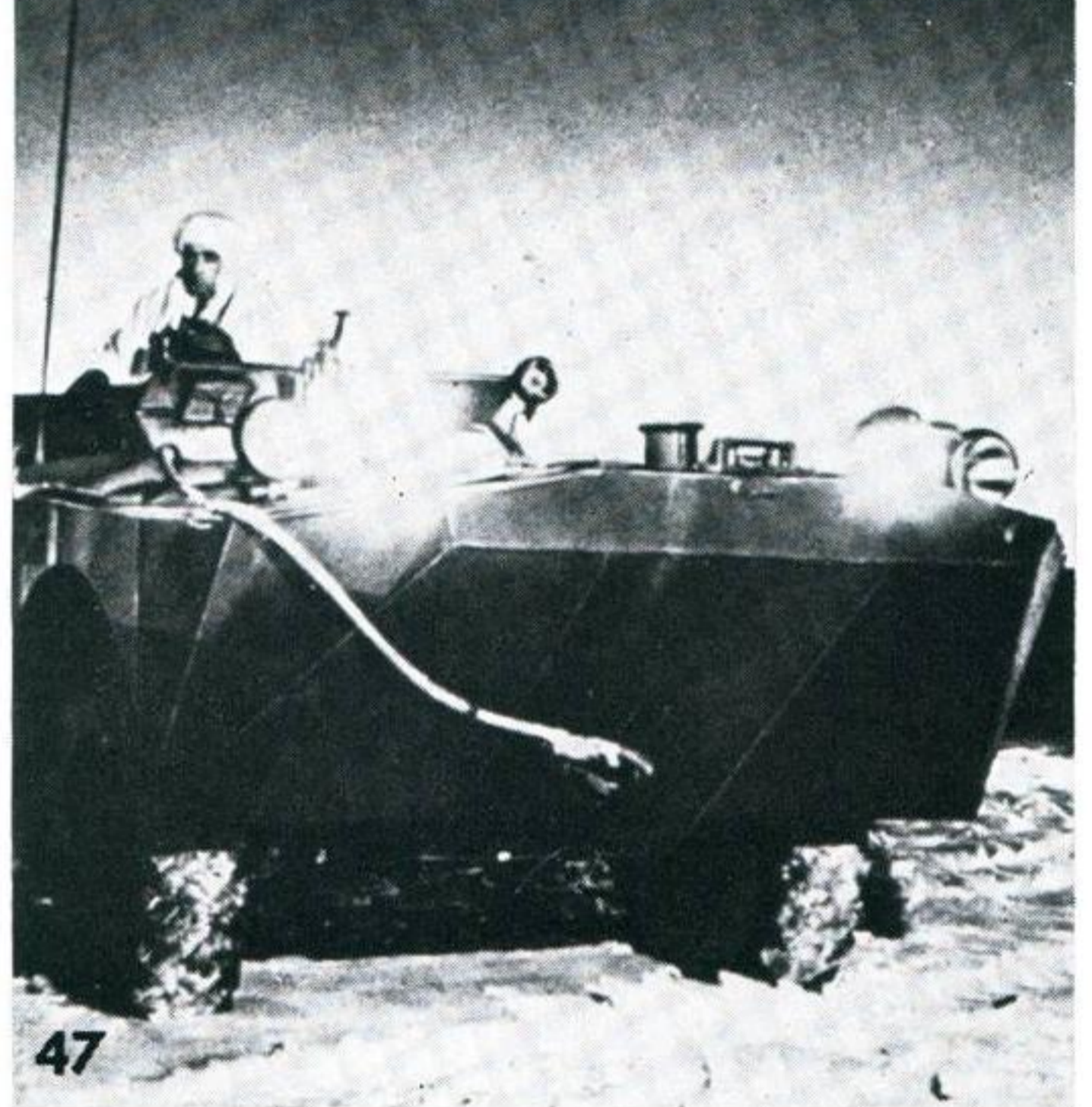


**XM706**  
**Commando Armoured Car**

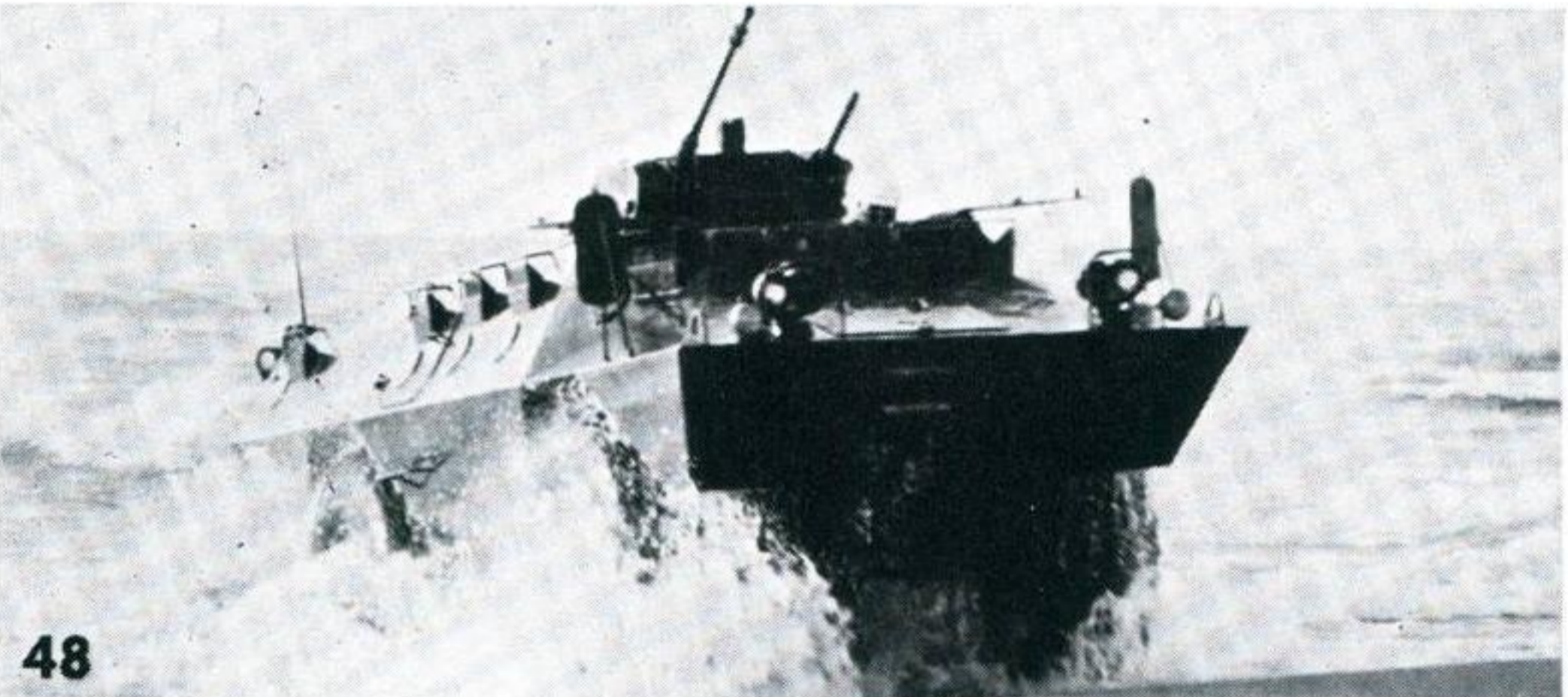


*Lesson instructions on page 91*





*Solutions are on the back cover*



# TEST PAPERS

Can you identify these tanks?

## FRENCH AMX 13 LIGHT TANK?



## GERMAN SPz 12-3 (HS-30) Armoured Personnel Carrier?

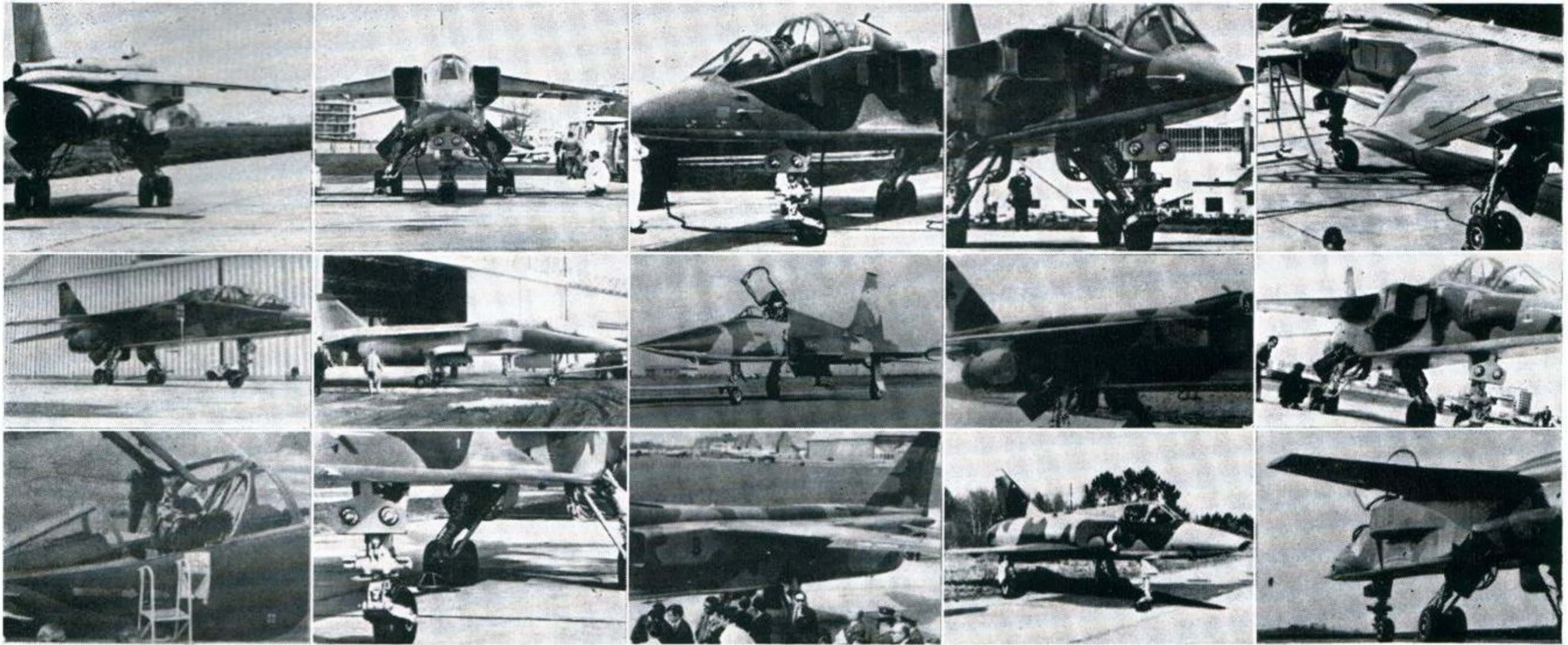


## FRENCH PANHARD Armoured Car?



Can you identify these aircraft? Solutions on the back cover

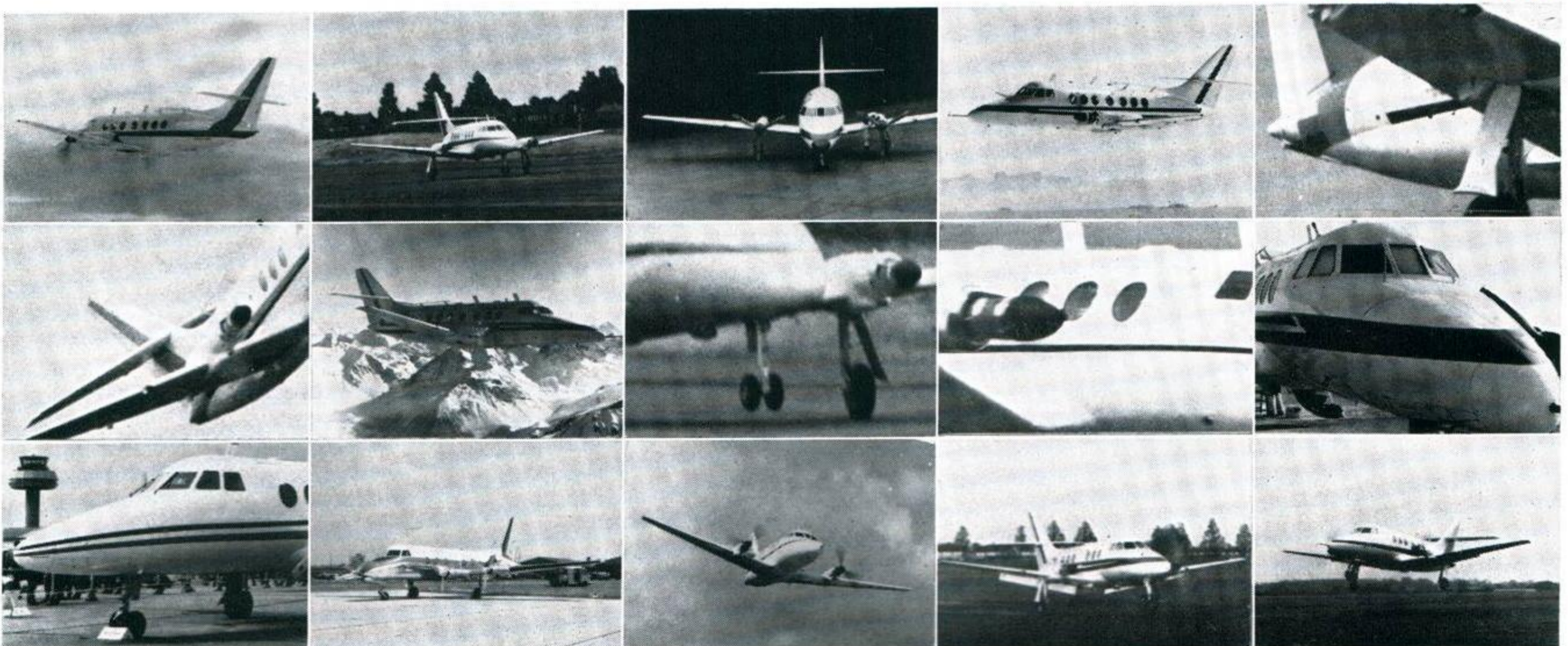
**JAGUAR?**



**SHACKLETON?**



**JETSTREAM?**



# NESS CLASS STORES SUPPORT SHIPS

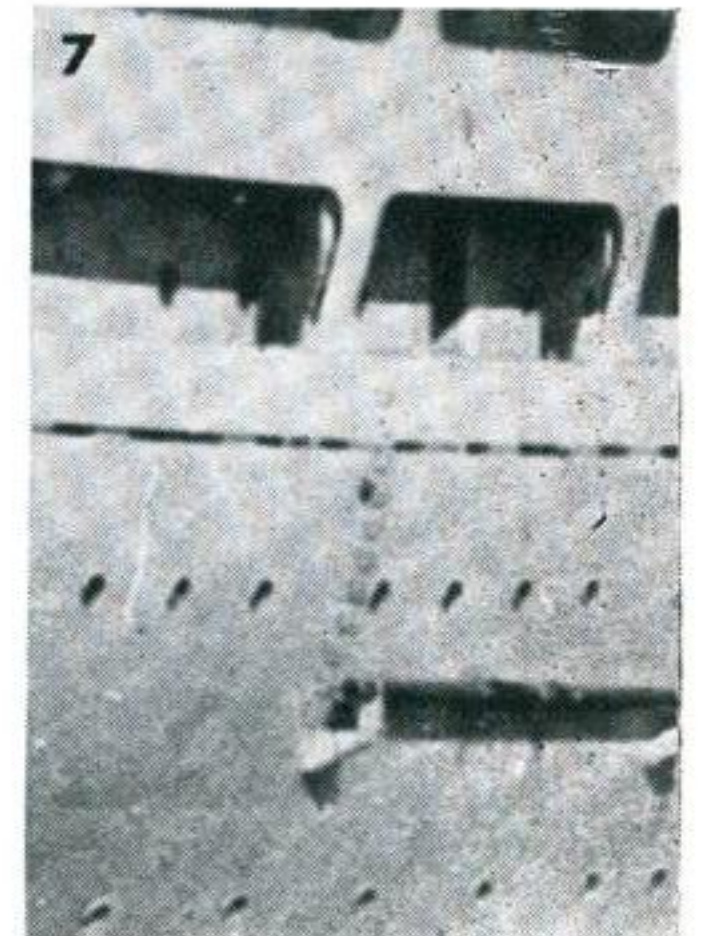
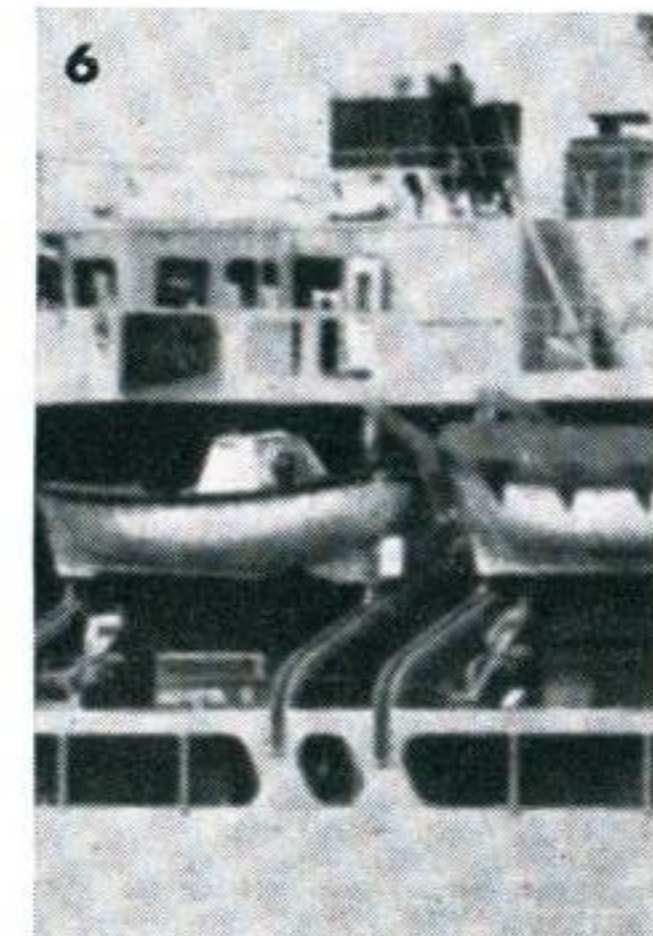
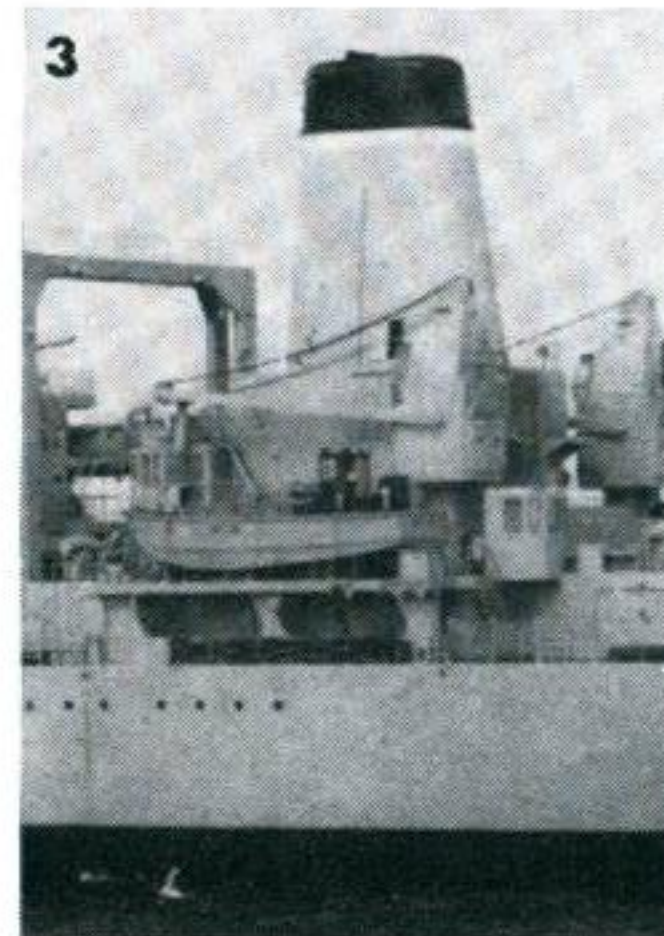
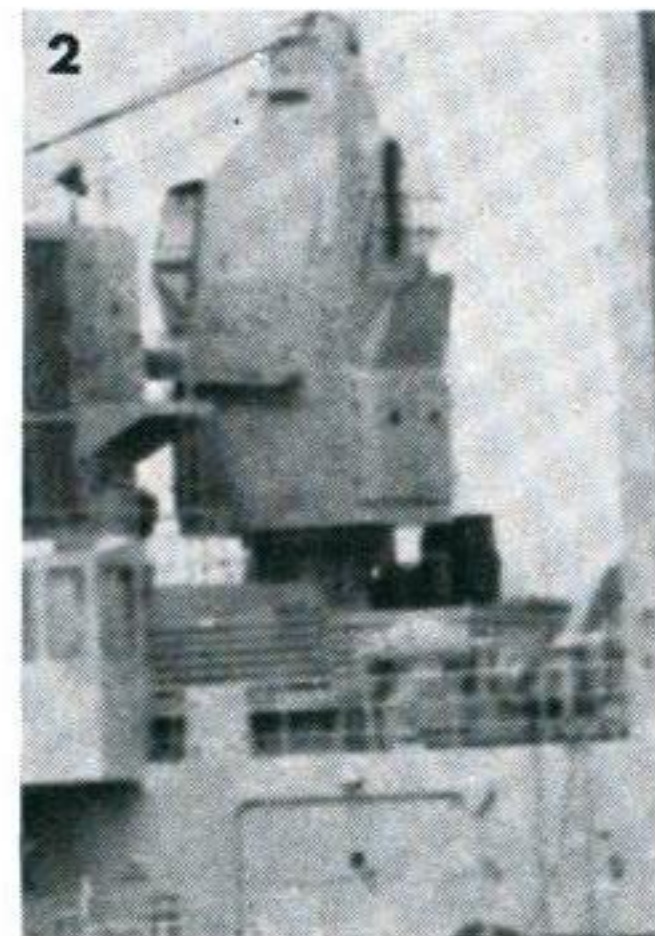
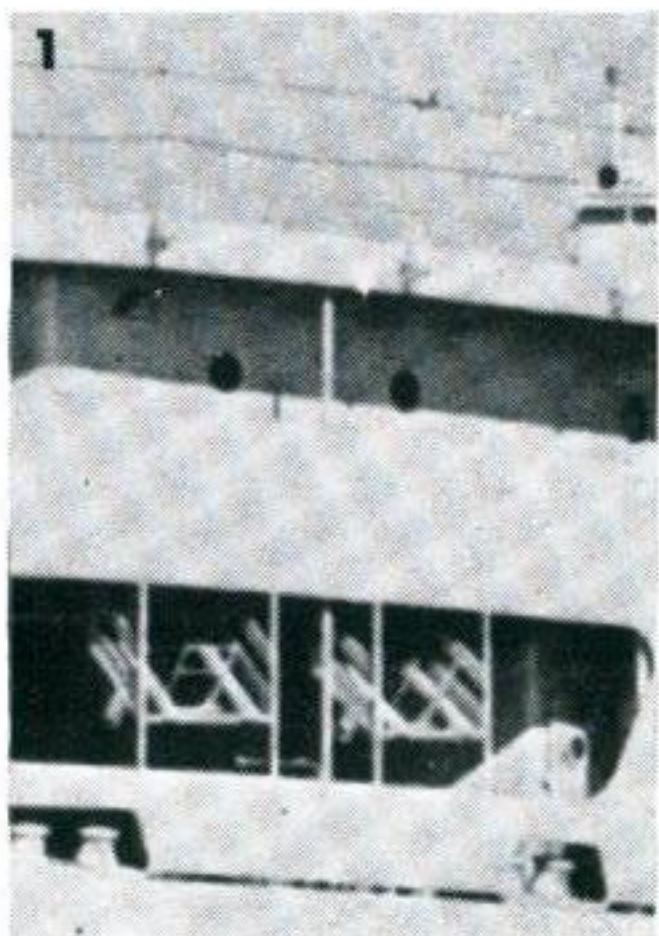
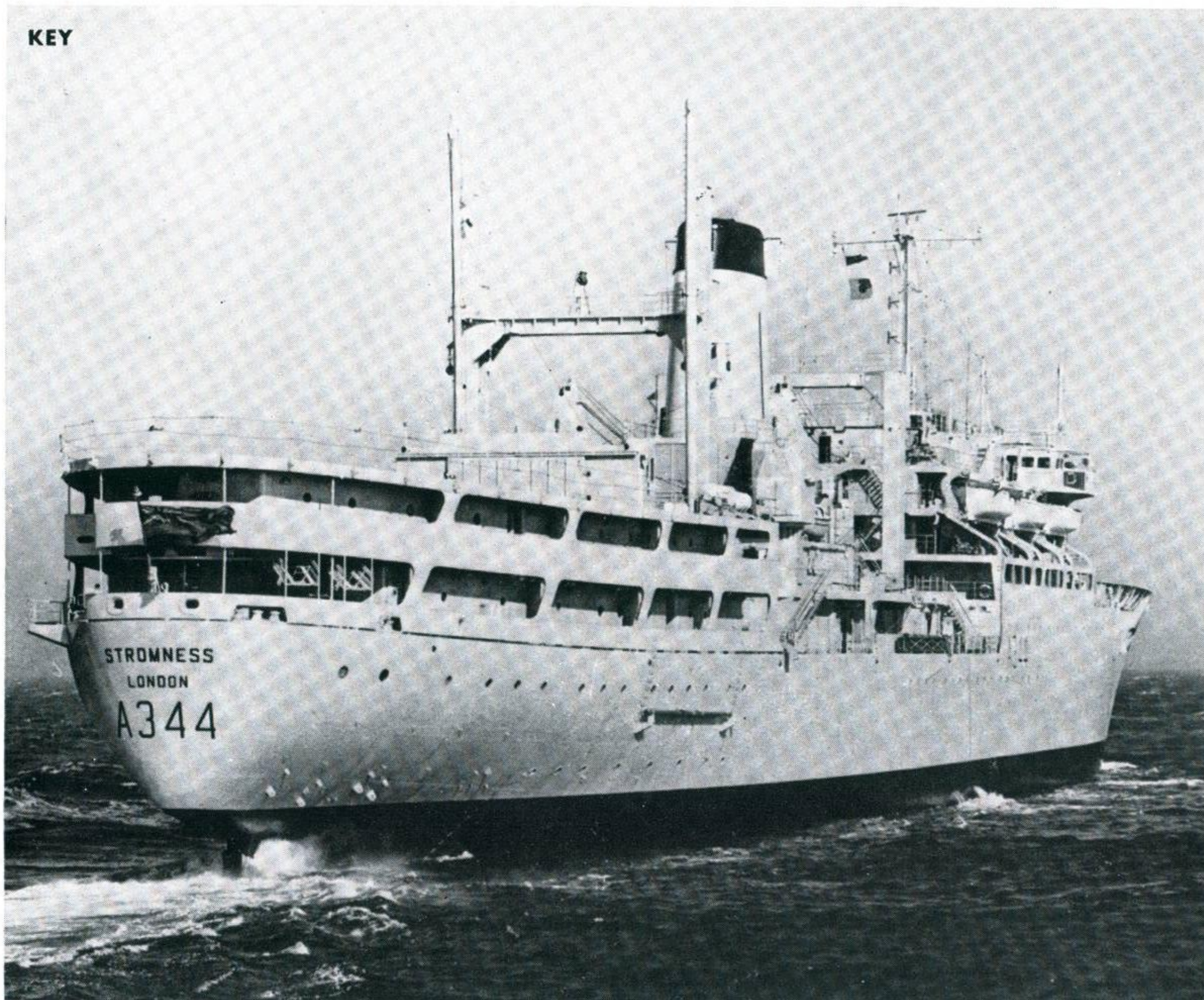
There are three ships in this class of Royal Fleet Auxiliary Support Ships—*Lyness*, Pennant Number A339, *Stromness*, A344 and *Tarbatness*, A345. All three were built by Swan, Hunter & Wigham Richardson Ltd. of Wallsend-on-Tyne, and the first was completed in December 1966.

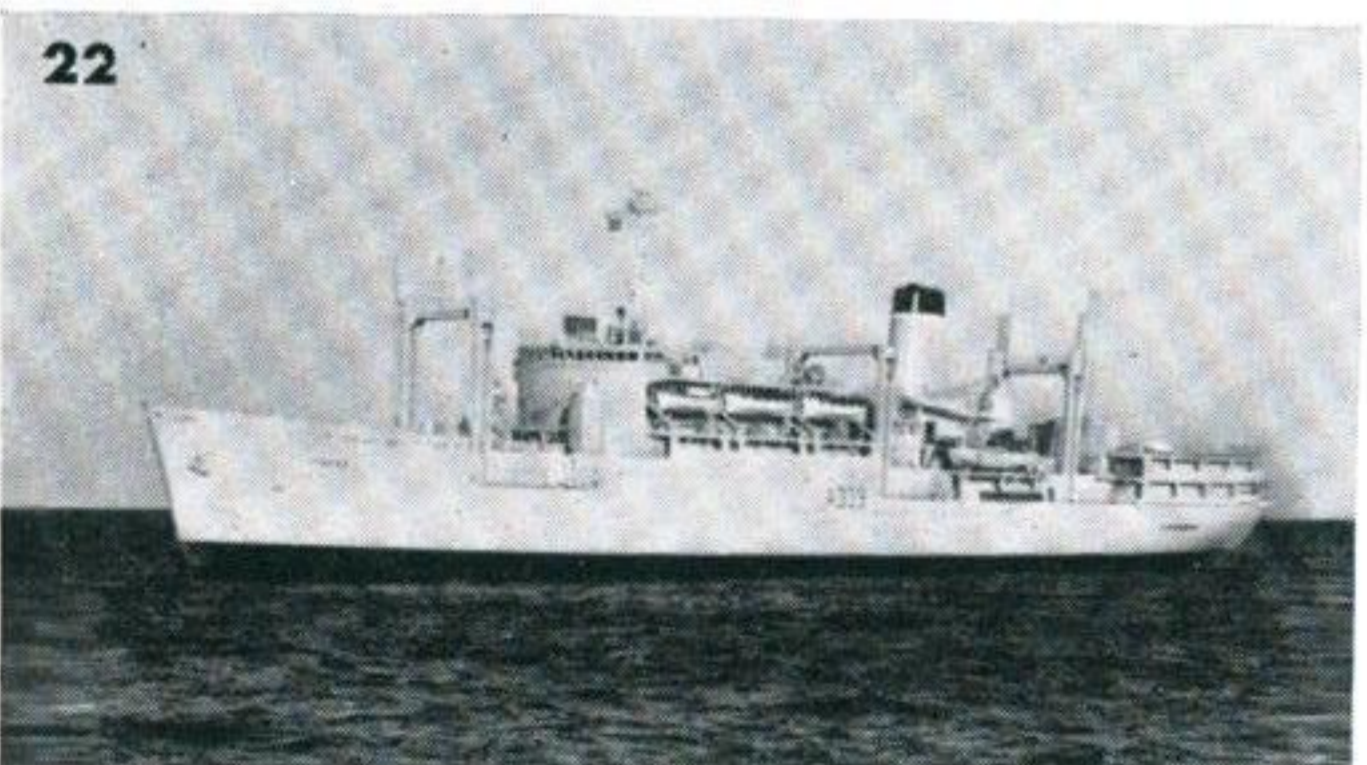
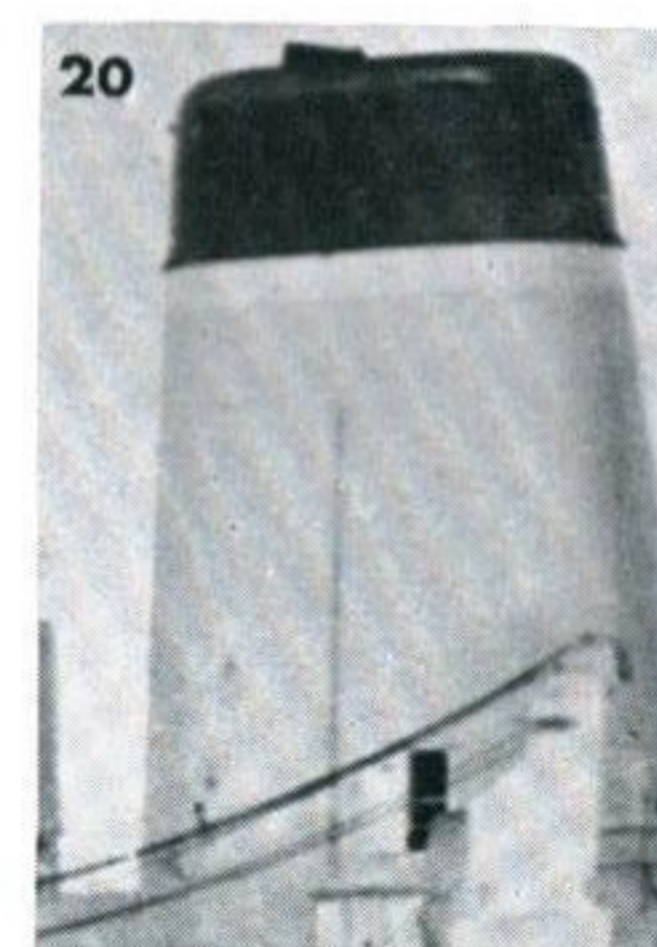
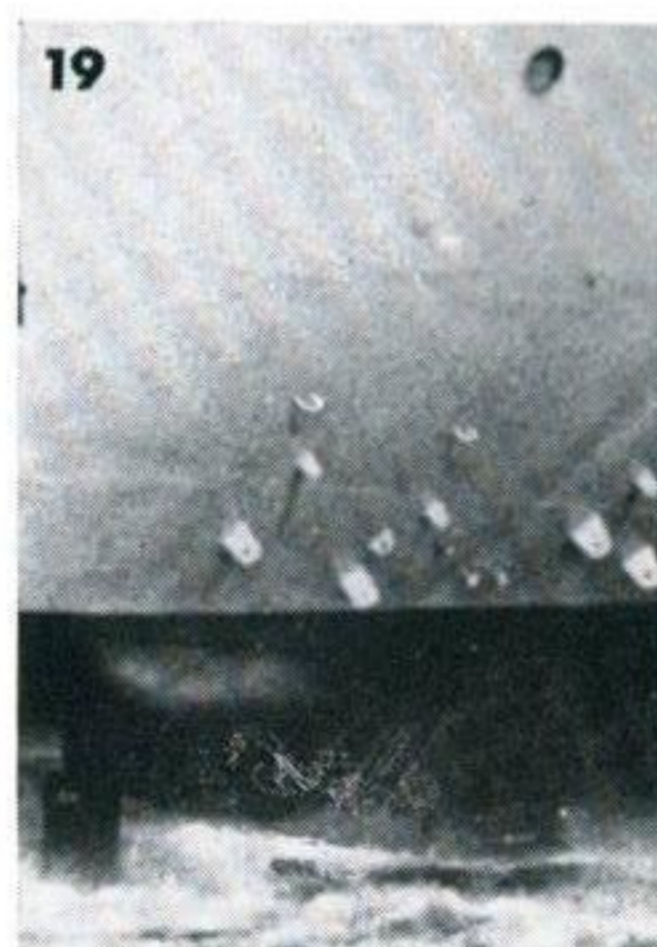
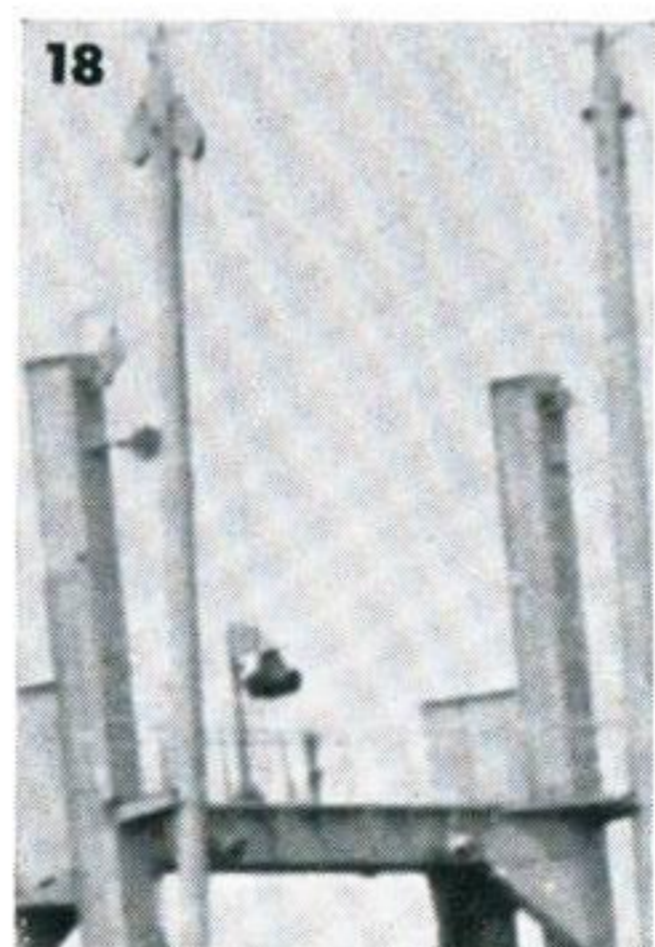
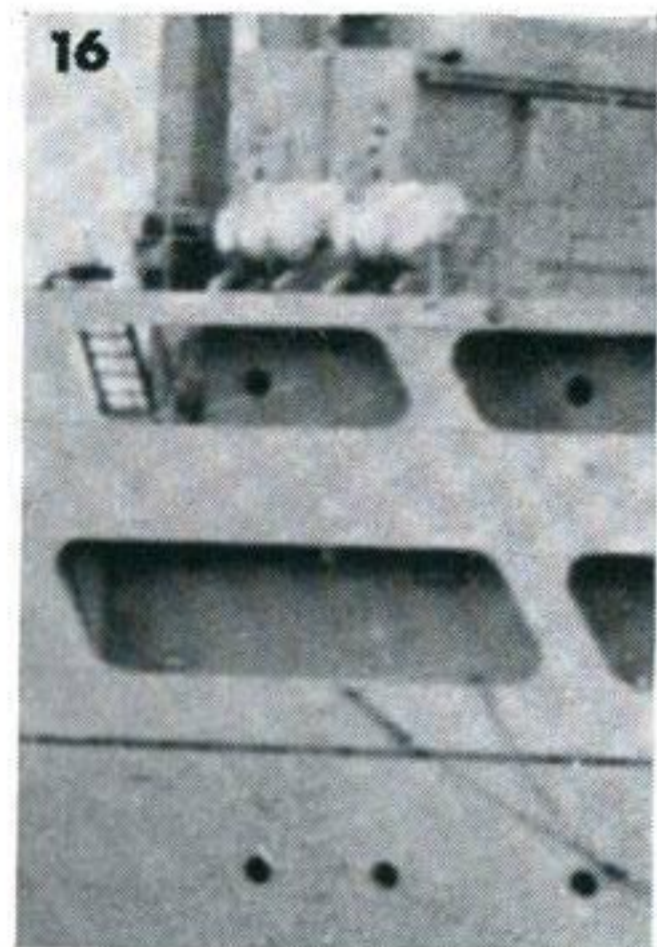
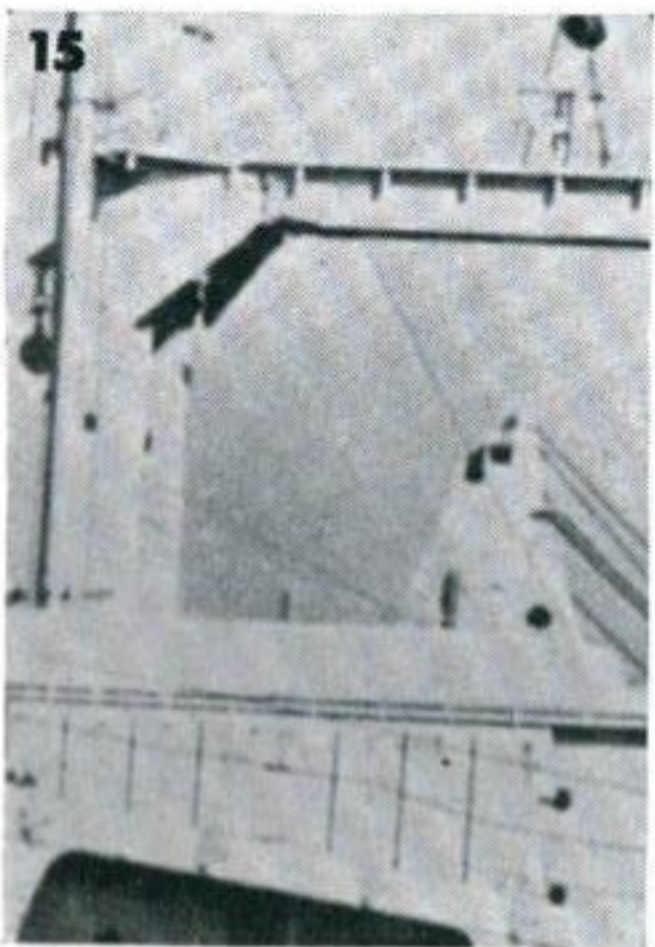
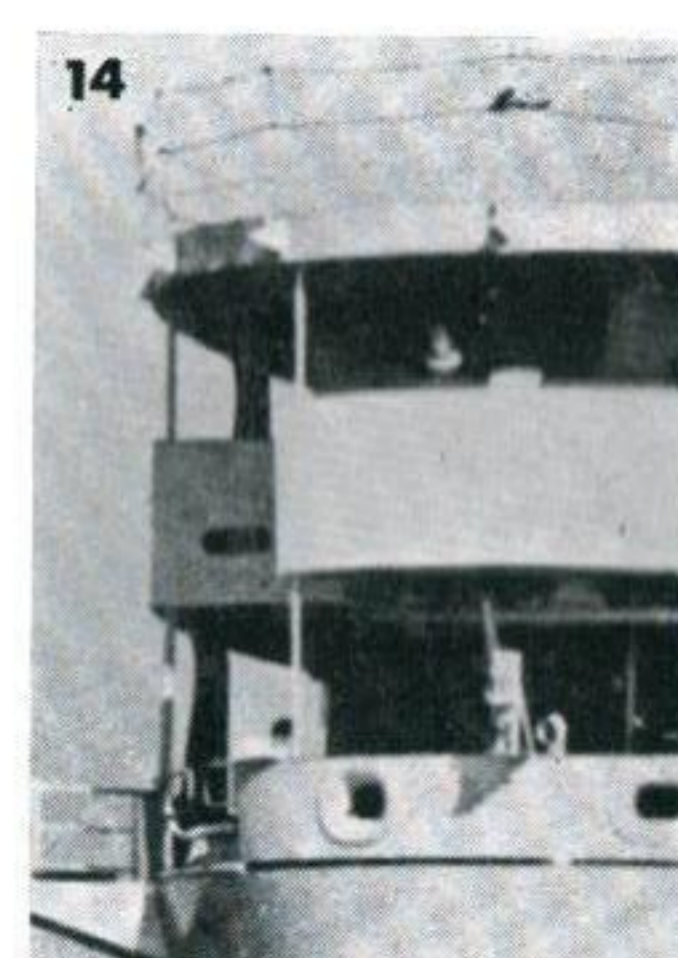
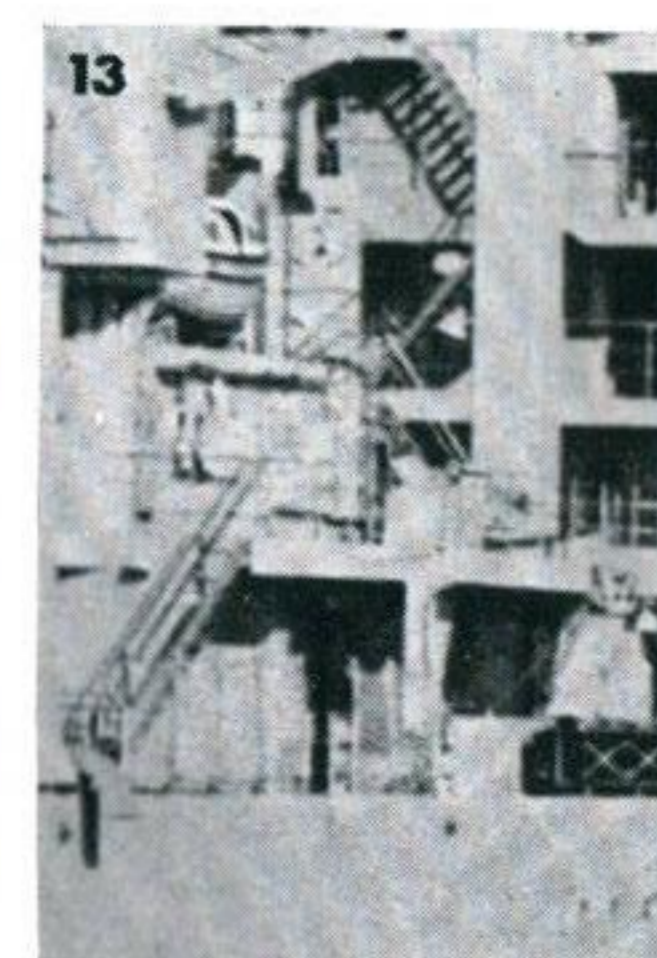
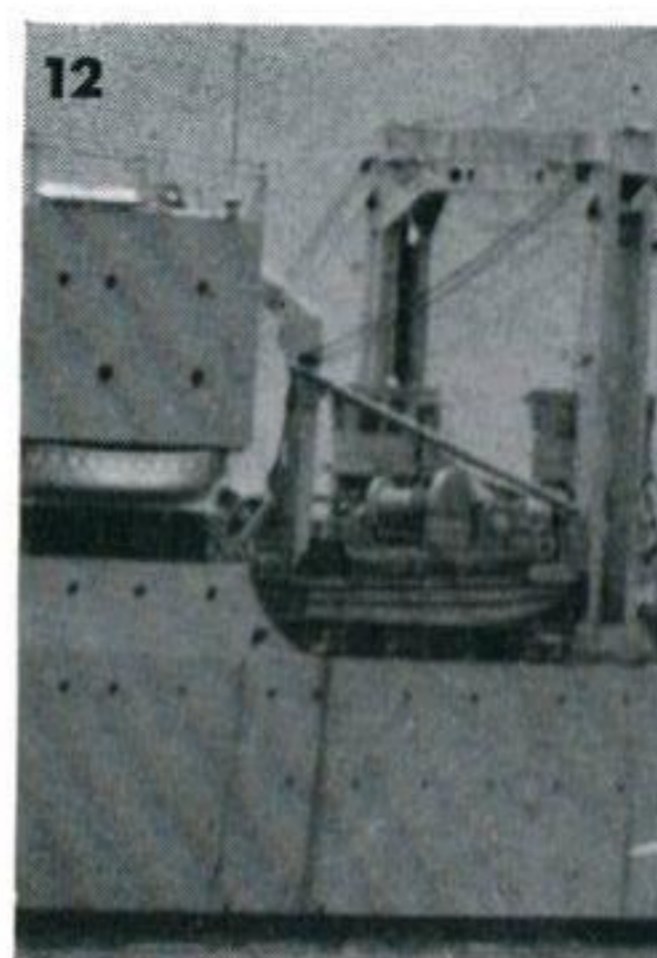
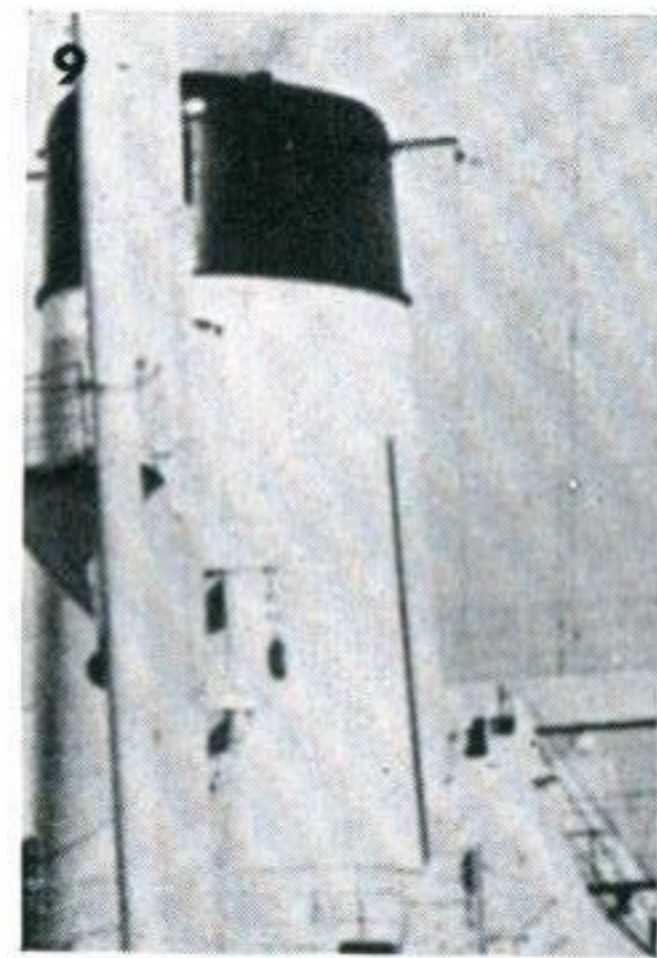
With a displacement tonnage of about 15,500 and a gross tonnage of about 12,400, they measure 524 feet overall. Diesel powered and with a service speed of 17 knots, all main and auxiliary machinery is remotely controlled. Internally they are designed for the rapid handling of stores at sea, including wide doors for the operation of fork-lift trucks.

Replenishment at sea can proceed at four points simultaneously, including the use of a helicopter from the deck aft.

Complement is about 24 Officers and 78 Petty Officers and Ratings of the R.F.A. in addition to 50 non-Service personnel from the R.N. Supply & Transport Service.

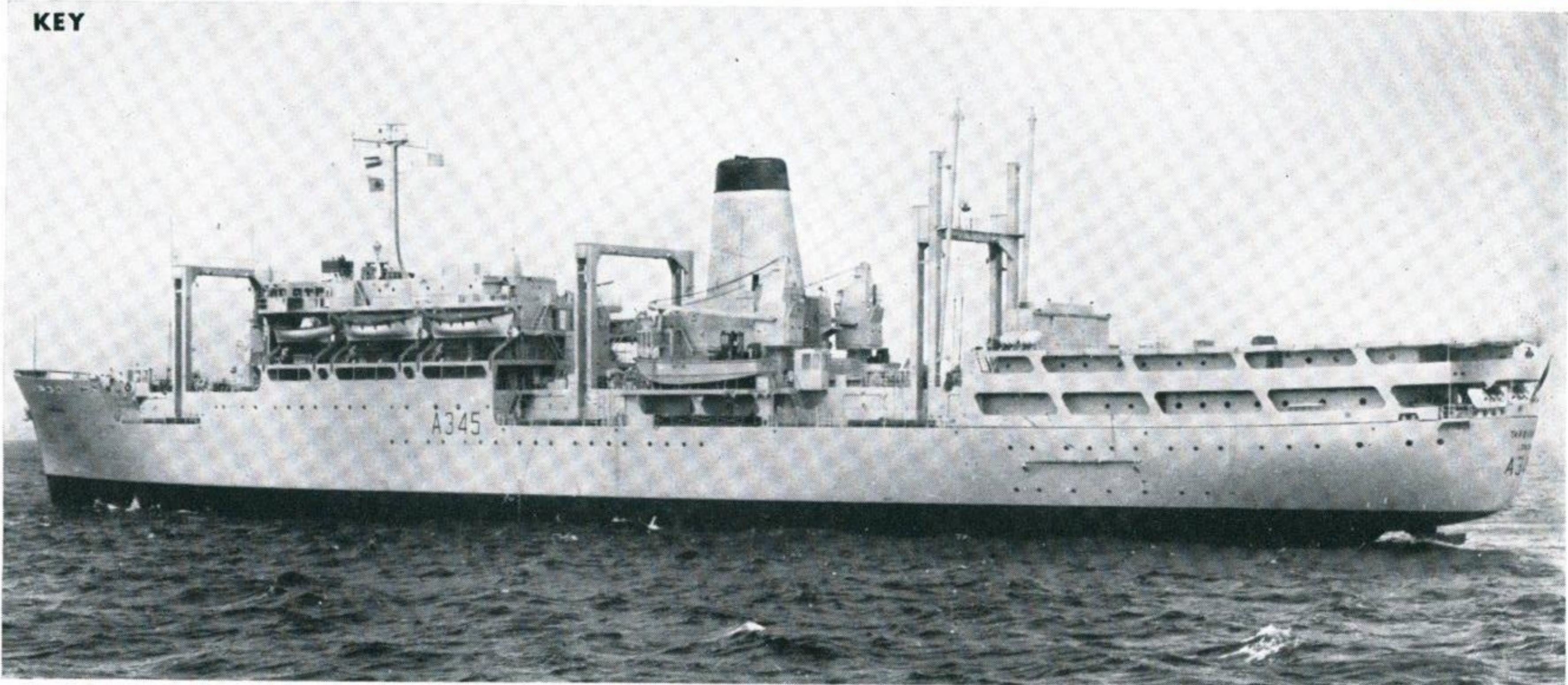
A very large conical funnel is set abaft amidships, and there is massive bridge accommodation. In addition there are three pairs of heavy goal-posts and a large crane abreast the funnel on either side and an additional pair immediately forward of the rounded bridge front. The flight deck aft occupies about a quarter of the ship's length.





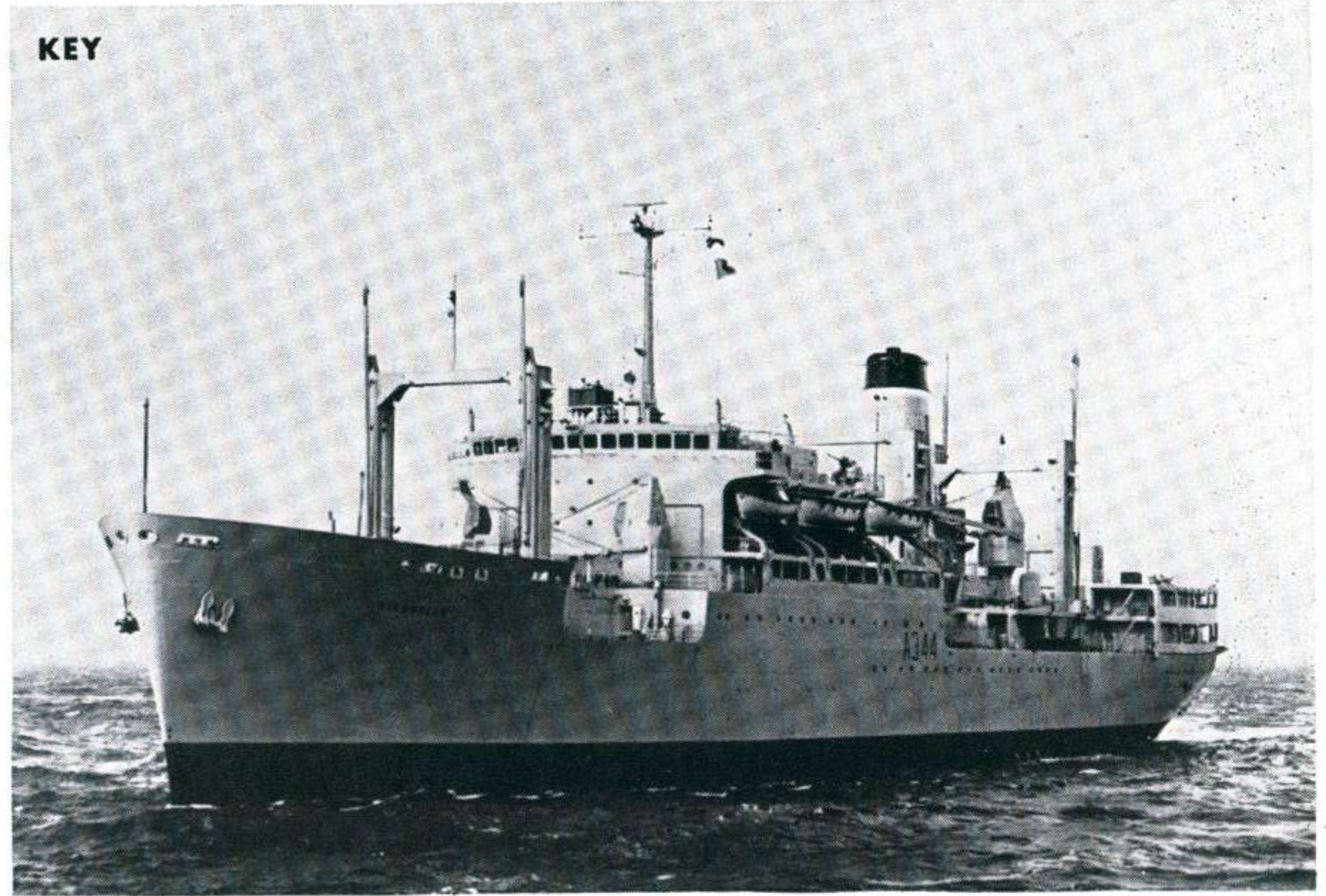
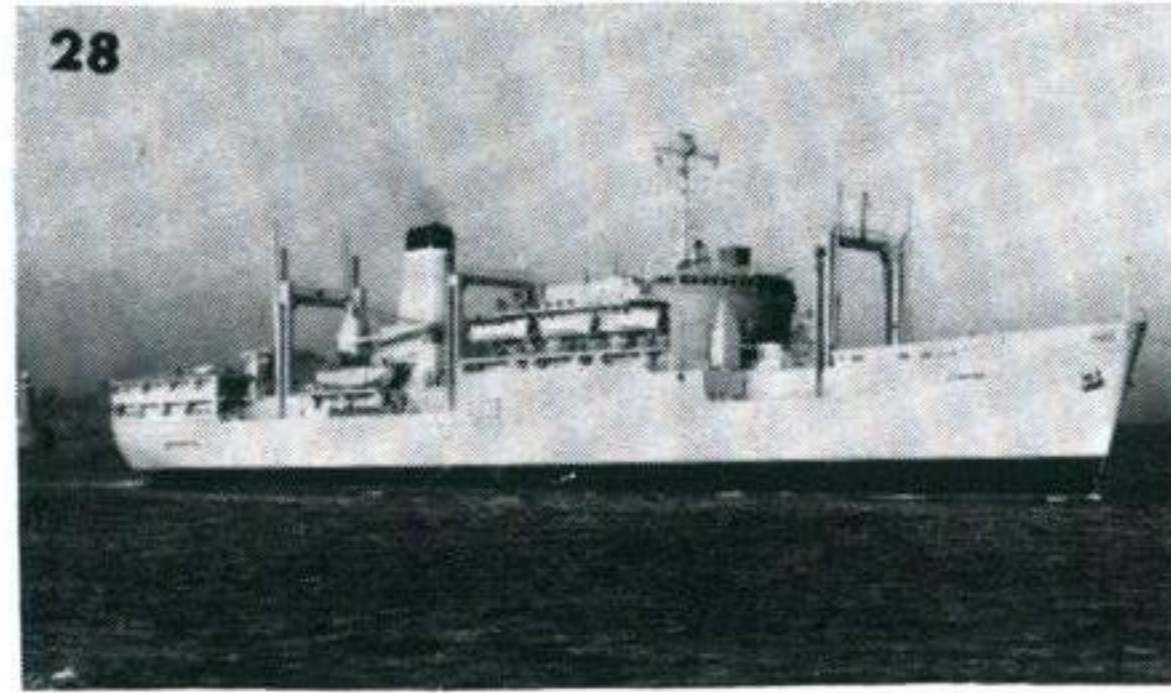
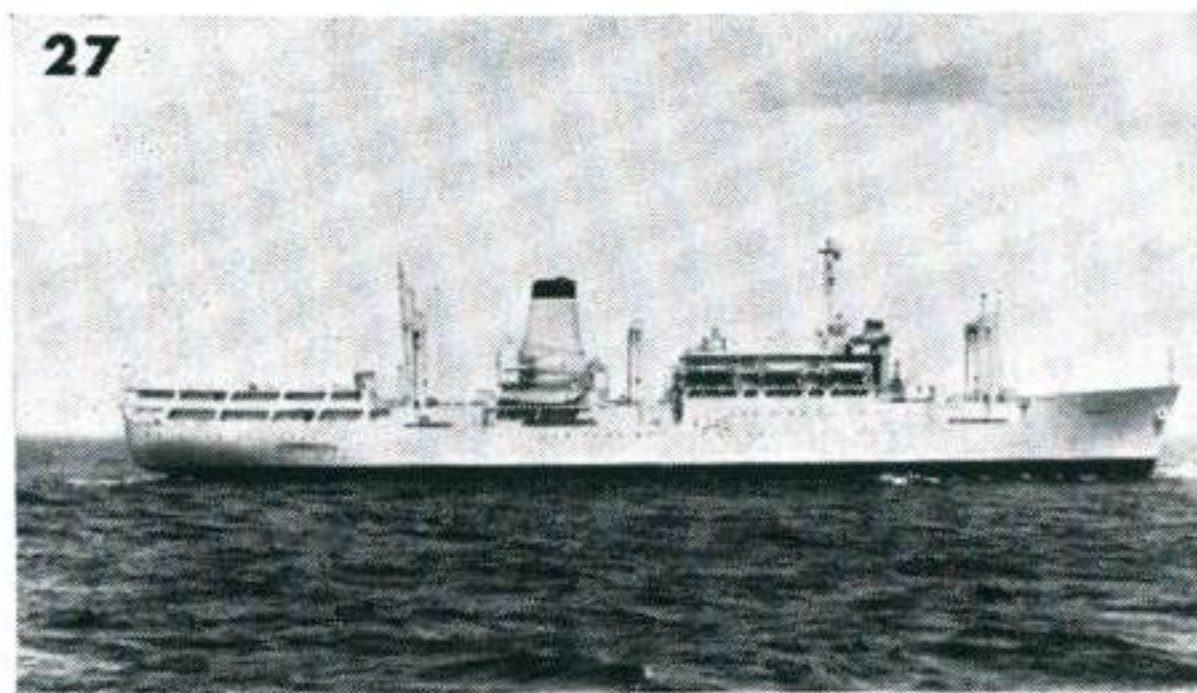
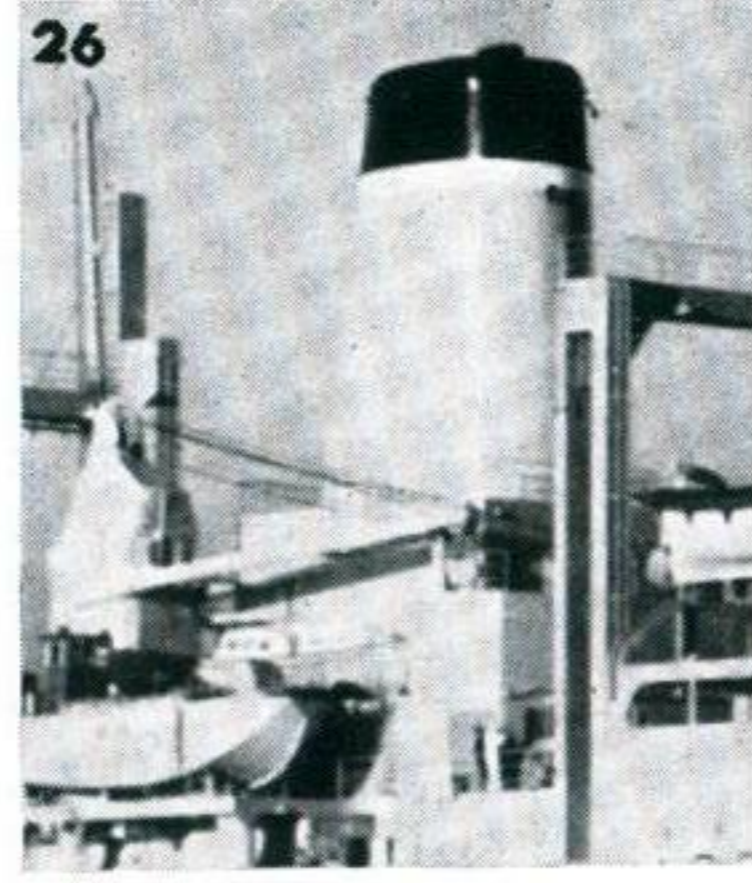
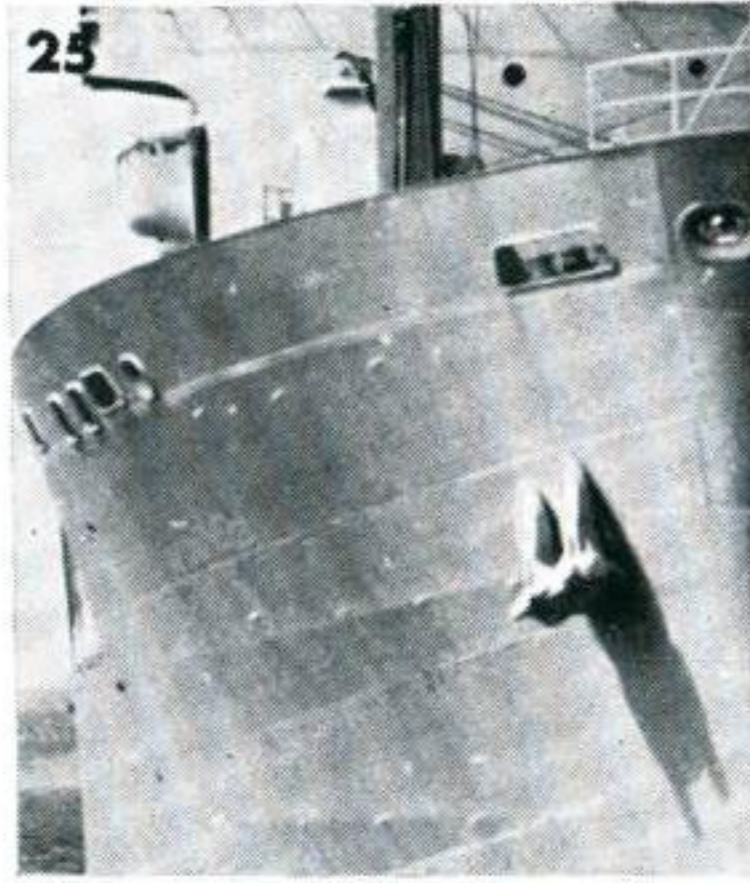
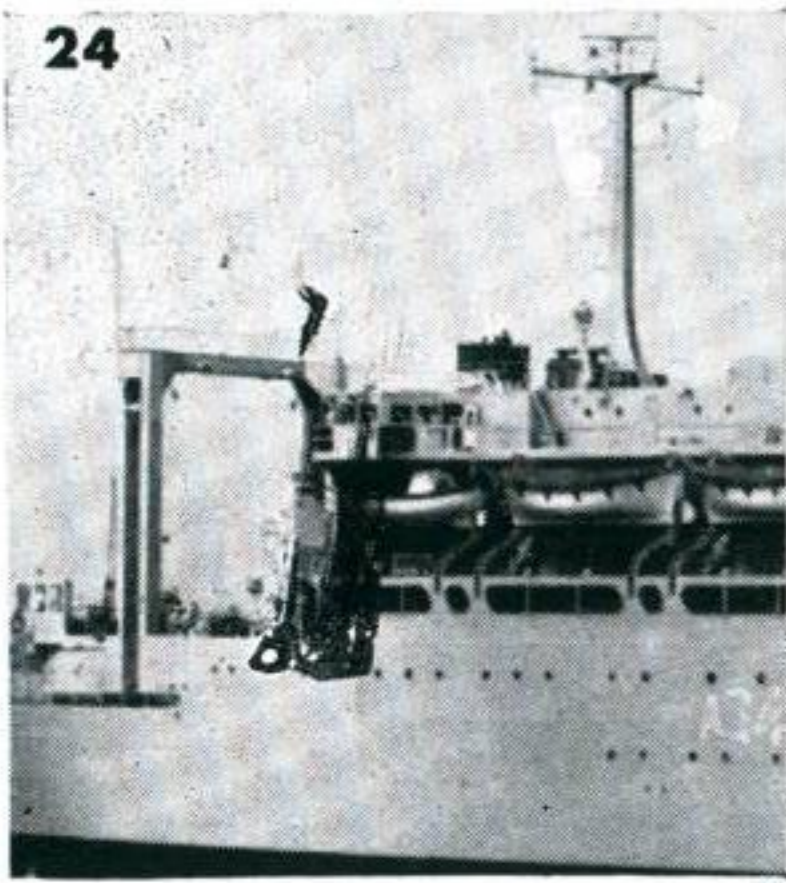
Lesson instructions on page 91 Solutions on the back cover

continued ▶

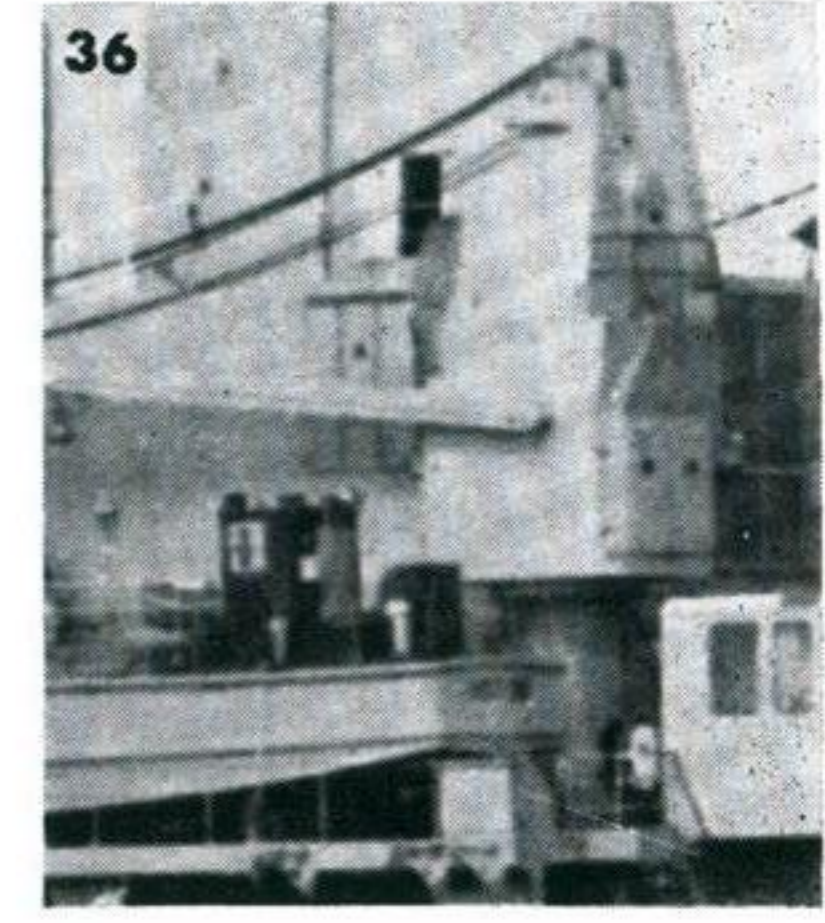
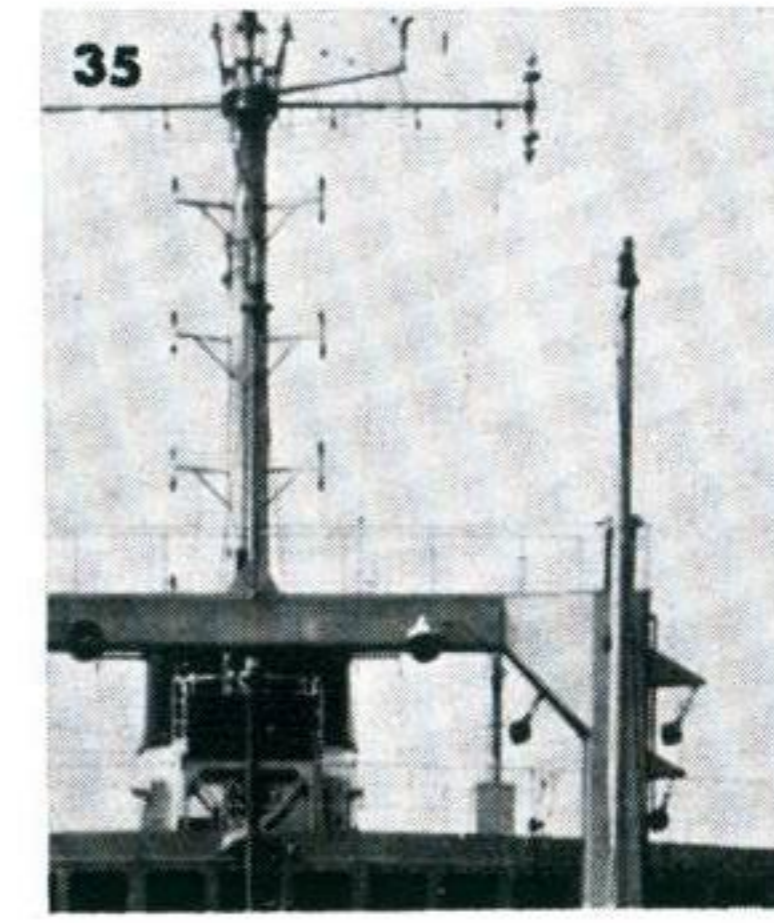
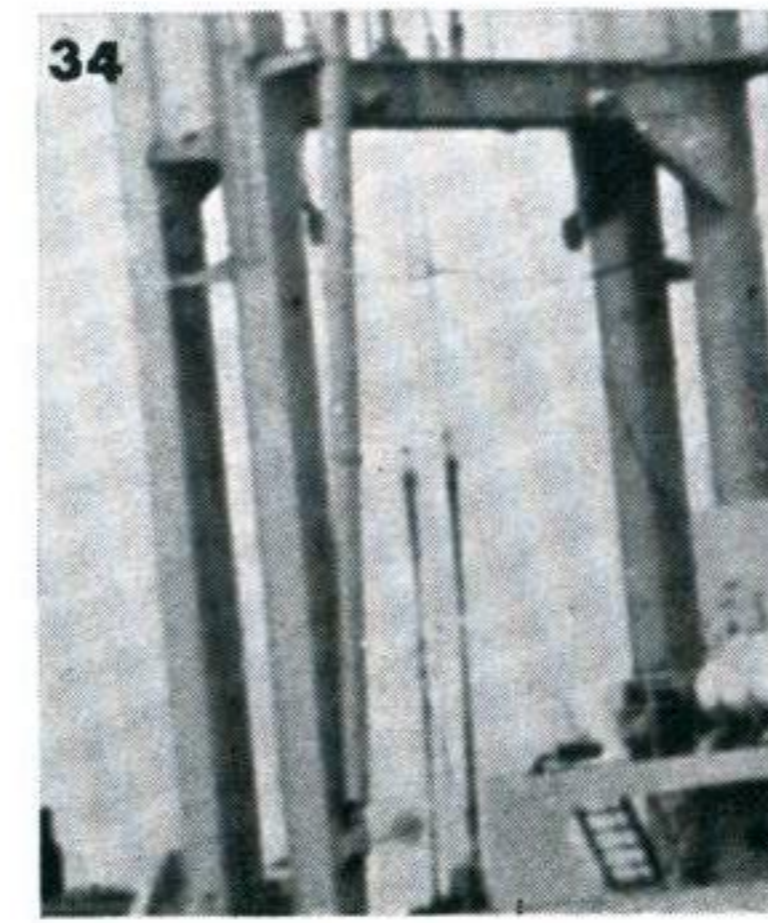
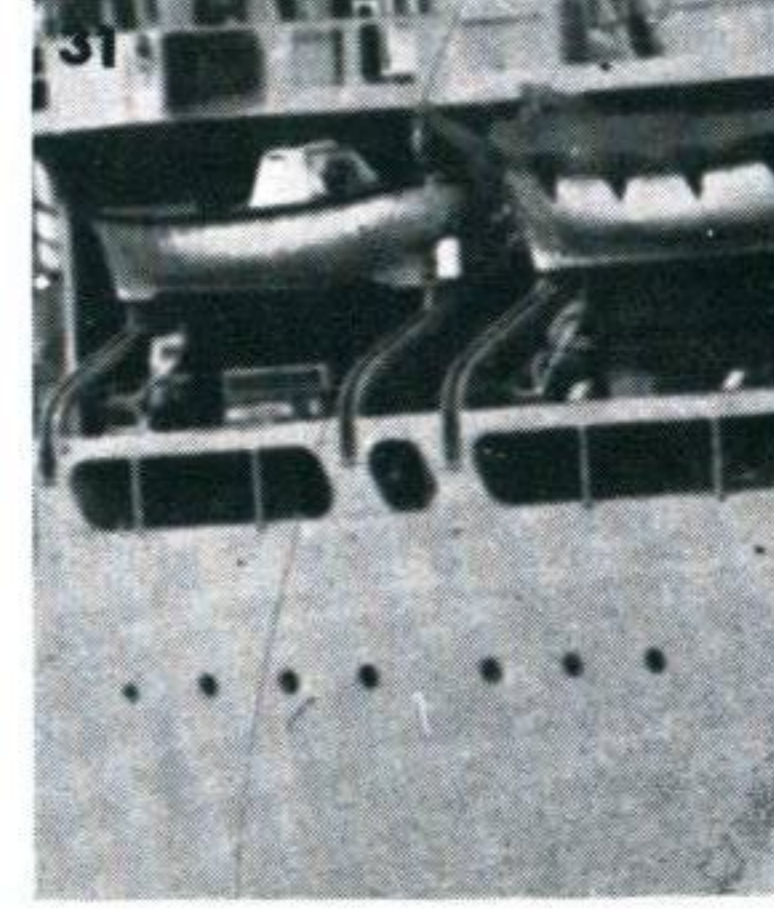


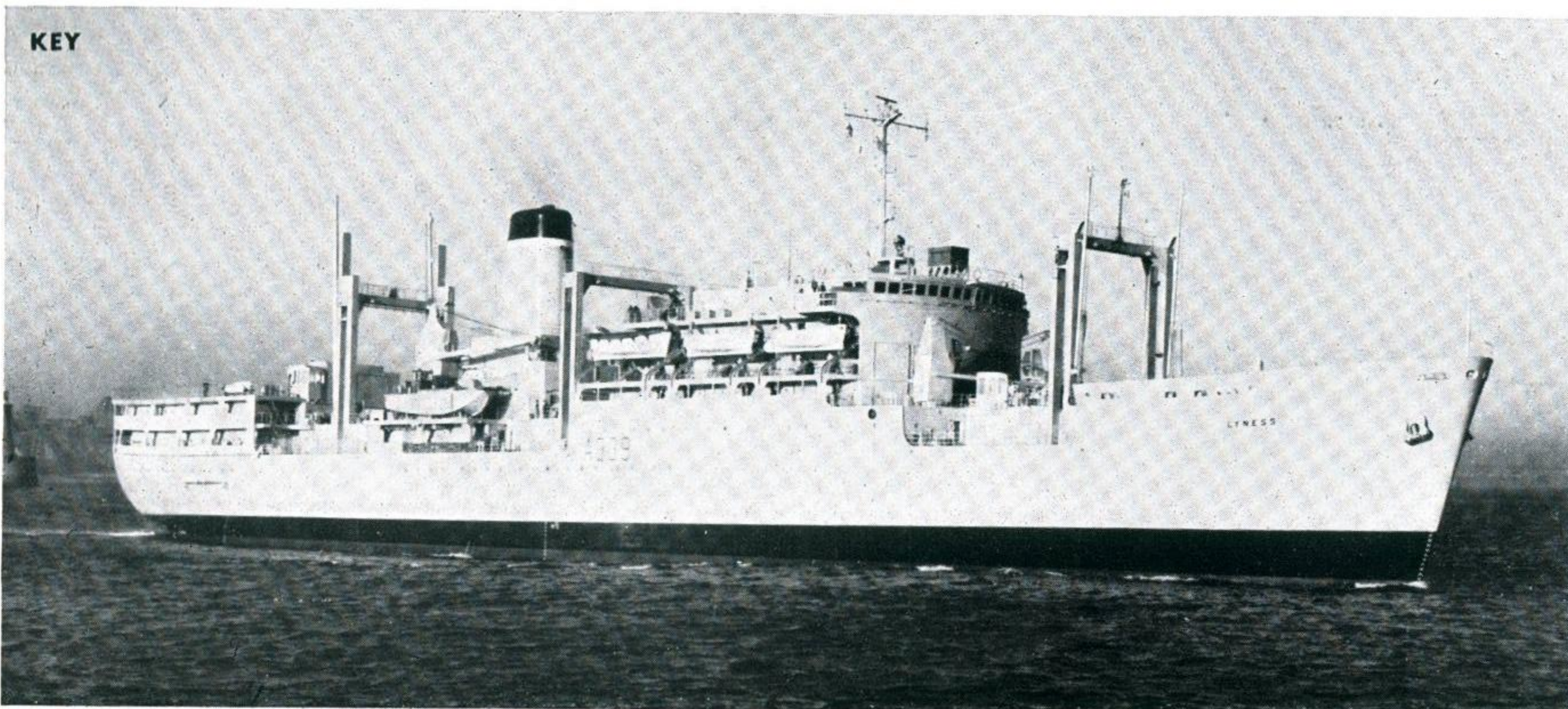
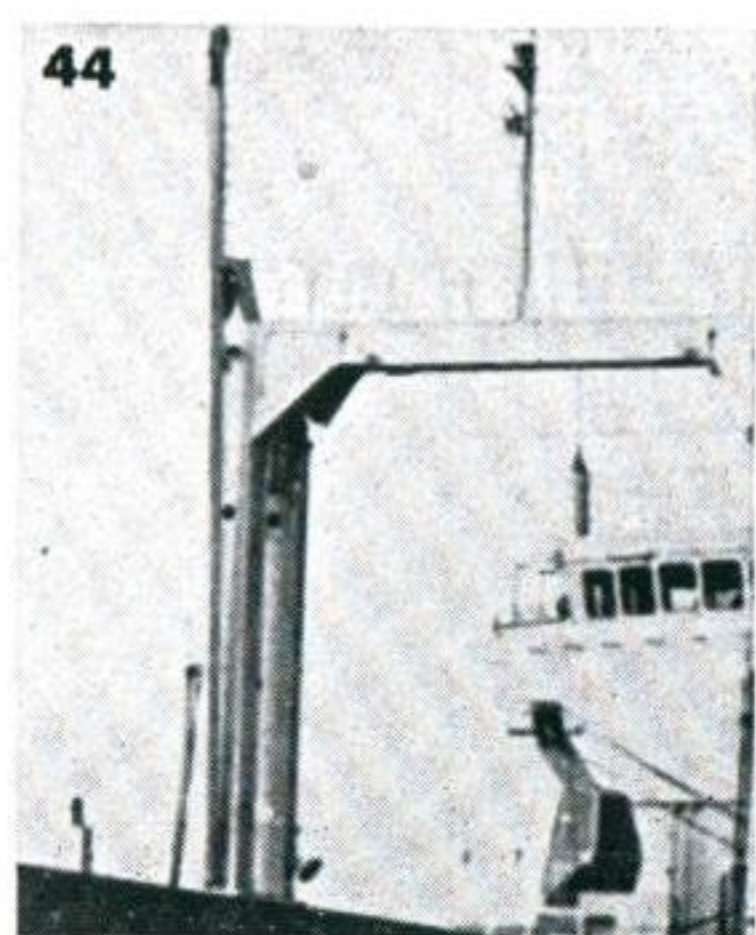
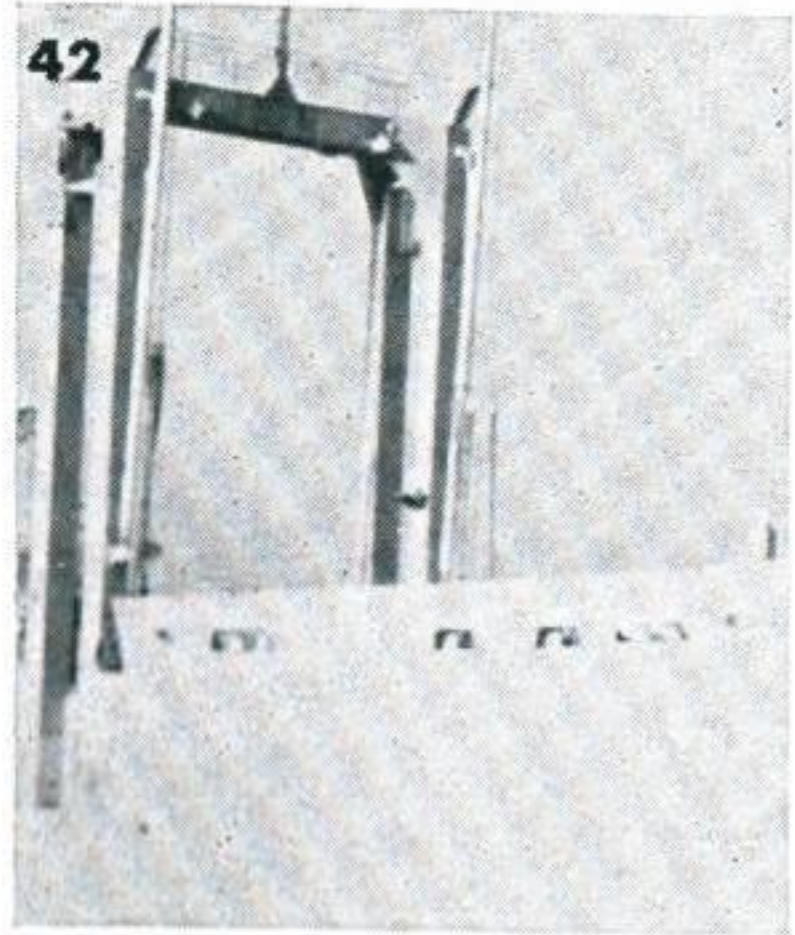
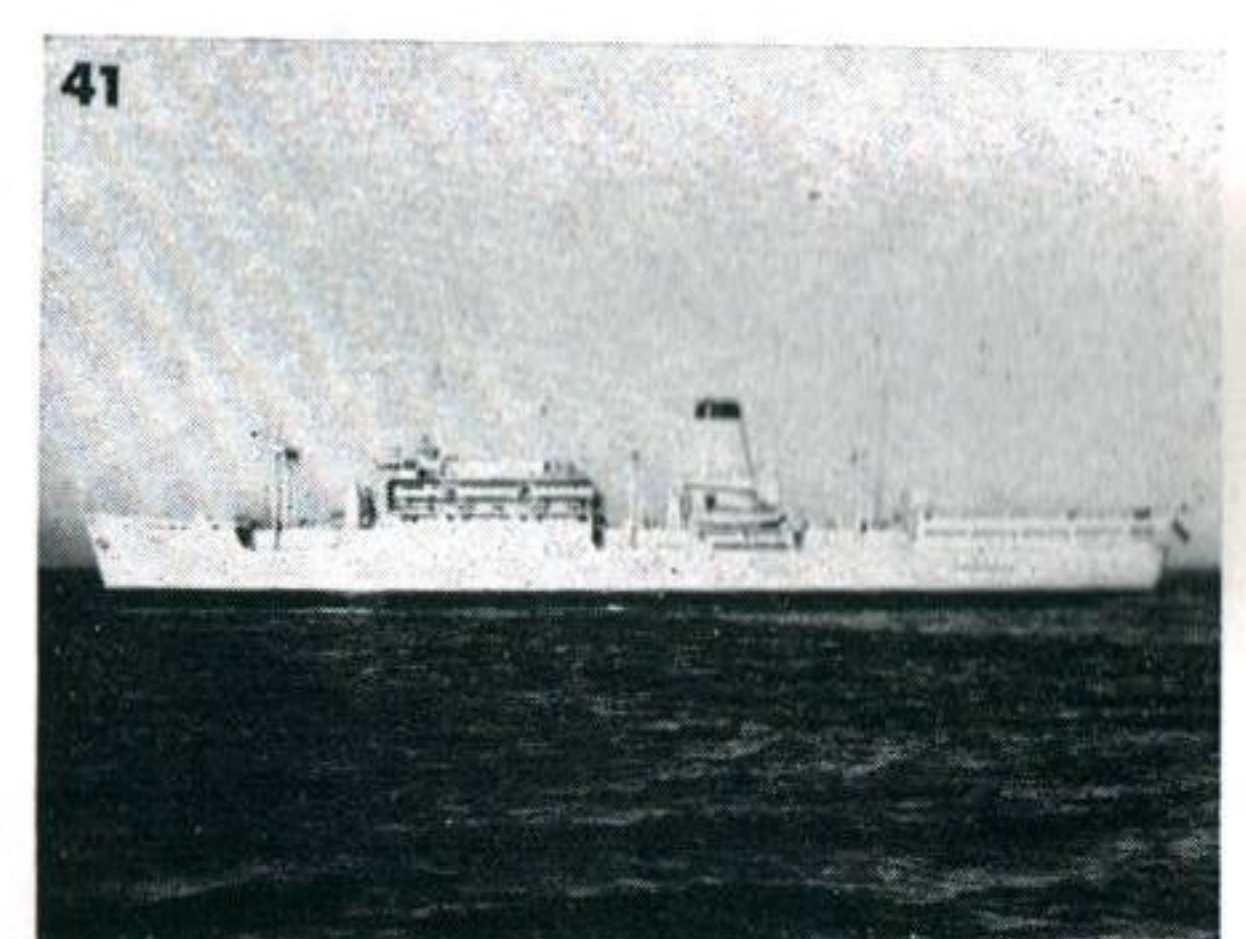
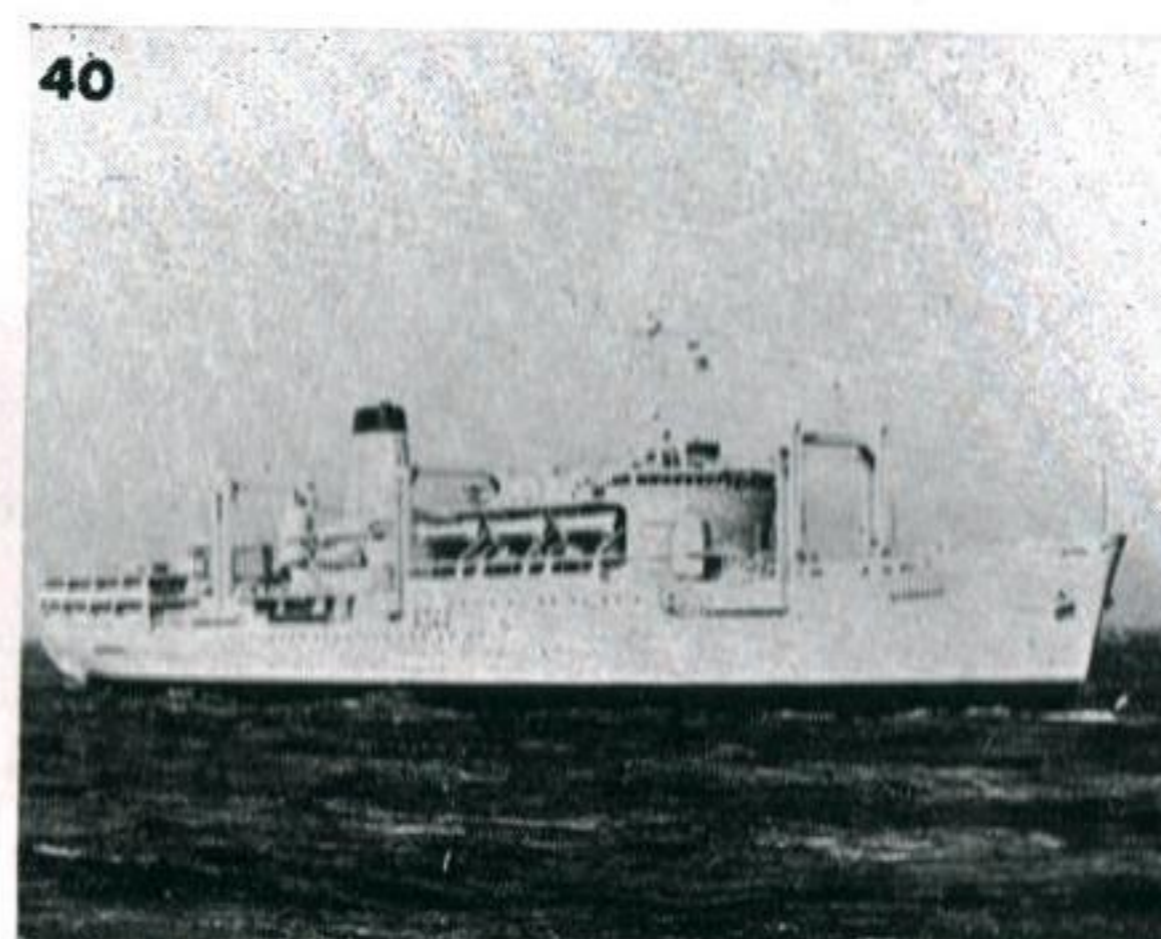
**NESS CLASS STORES SUPPORT SHIPS** *continued*

April 1969



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Cover Photo: A BEA Trident at night between flights.

## SOLUTIONS TO TESTS AND EXERCISES

Page 87

### U.S.S.R. OSA

All targets are U.S.S.R. OSA except Nos. 11, 15, 27 and 35.

Page 92

### CUB

All targets are Cub except Nos. 10, 18 (Cargomaster) and Nos. 23 and 33 (Belfast).

Page 96

### TALON

All Targets are Talon except Nos. 11, 23, 29, 41, 49 and 51.

Page 100

### UNITED STATES XM706 COMMANDO ARMoured CAR

All targets are XM706 except Nos. 15, 27, 35, 47.

Page 106

### TEST PAPERS

#### FRENCH AMX 13 LIGHT TANK:

Jokers are second line 3rd picture and third line 5th picture.

#### GERMAN SPz 12-3 (HS-30) Armoured Personnel Carrier

Joker is second line 1st picture.

#### FRENCH PANHARD AML Armoured Car

Jokers are first line 3rd picture, and third line 1st and 4th pictures.

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#### JAGUAR:

Jokers are second line 3rd picture and third line 4th picture.

SHACKLETON: Jokers are second line 3rd and 4th pictures.

JETSTREAM: Joker is third line 2nd picture.

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### RFA NESS CLASS

All targets are RFA Ness Class except Nos. 12, 17, 29 and 43.

### How *not* to get the best out of the *Journal*

As with any magazine, one picks up a *Journal*, thumbs through it, stopping here and there at some point of attraction; reading a piece of text here and there, and so on. However, if you are in need of positive training you can't achieve much by looking through a *Journal*, because, it is a piece of synthetic training machinery. It is framed up in a way which gives positive identity training if its trainers are correctly used. That means getting down to work and identifying the aircraft, ships or tanks as stated in every edition. Of course we may be doing the gentleman on the left of the picture an injustice if we suggest that he is not doing things correctly. He may well be smiling with satisfaction at having completed the lessons in that edition—or he may be smiling in anticipation of doing them. We merely use this picture to illustrate that you can't learn by looking through it or, as some write to say, "regularly reading" the *Journal*. The *Journal* is not produced to be "read": it is produced to give *experience*.

