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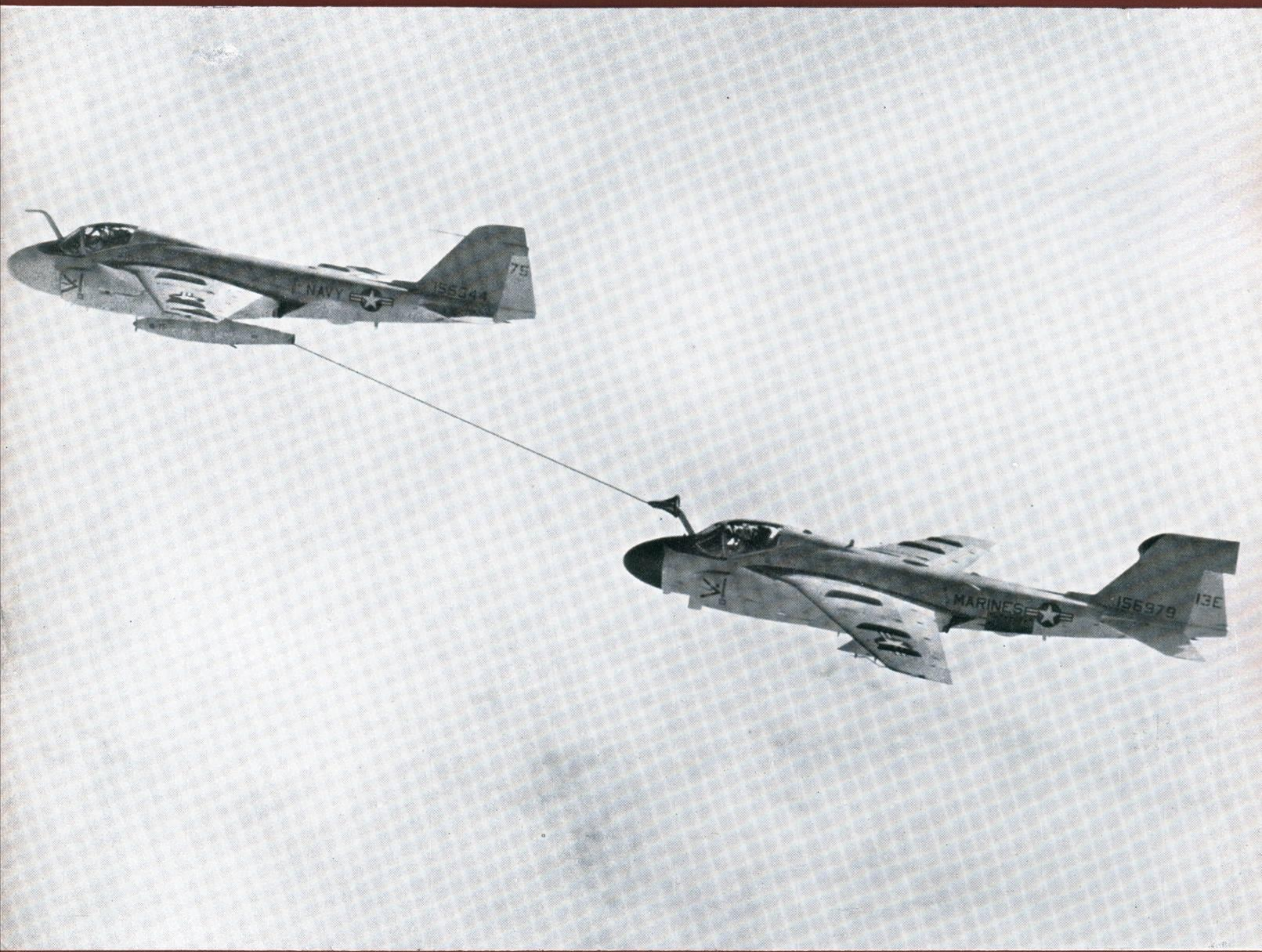
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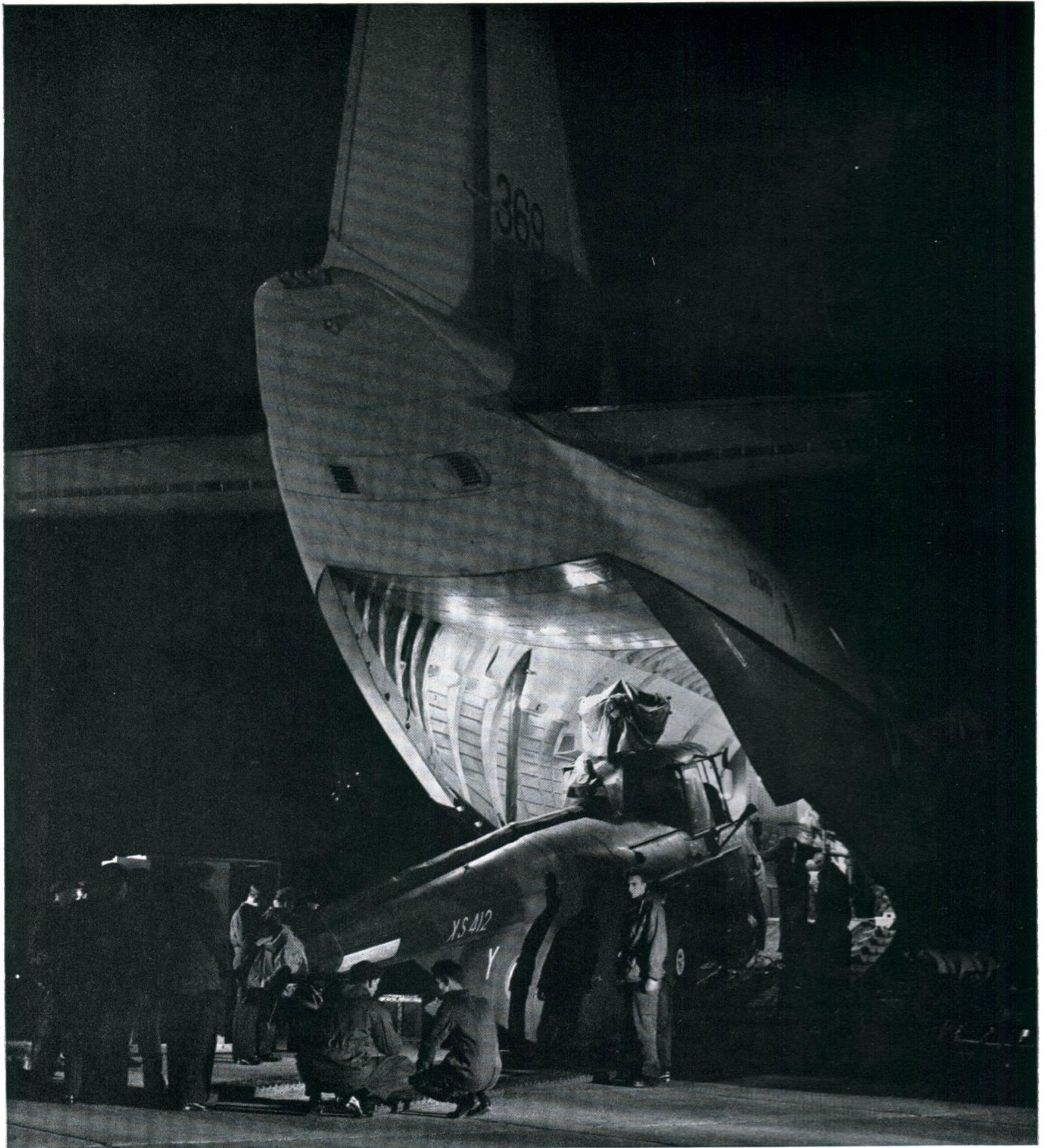
SERVICES

RECOGNITION

Journal



Vol. 24 MAY 1969 No. 5



ANYWHERE, ANY TIME

The primary task of Air Support Command is to maintain a constant readiness to transport British forces anywhere in the world in a matter of hours and then, if necessary, to supply and support them in the battle area. The command is divided into two parts—the long-range transport force, and the tactical and ground-attack force. A recent addition to the former is the

Belfast (above), while a recent addition to the tactical force is that other hefty "winged pantechicon", the Hercules (right), which is classed as a medium-range transport. The Belfast provides the greatest single aircraft cargo capacity that the R.A.F. has ever had, typical loads including three Wessex or four Whirlwind helicopters or 150–200 fully-armed men.


 JOINT SERVICES
 RECOGNITION JOURNAL

The *Joint Services Recognition Journal* is a monthly publication produced by the Directorate of Flying Training (R.A.F.), Ministry of Defence, and prepared in collaboration with the Admiralty Board, the Army Department and the Ministry of Technology. Applications for copies can only be accepted from the Services or other official bodies, and must be submitted through the normal official publications supply channels—not to the Editorial Office or direct to the Ministry of Defence.

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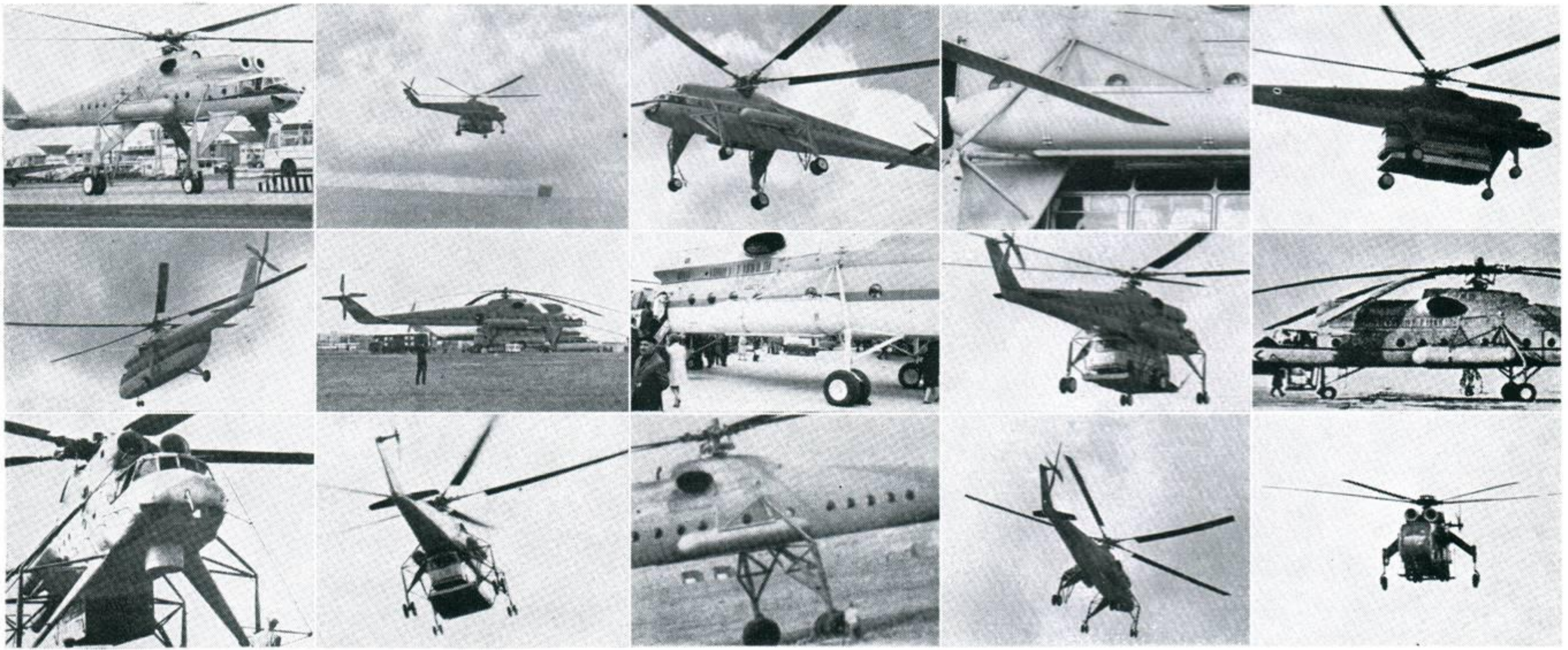
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* *Identification Lessons*

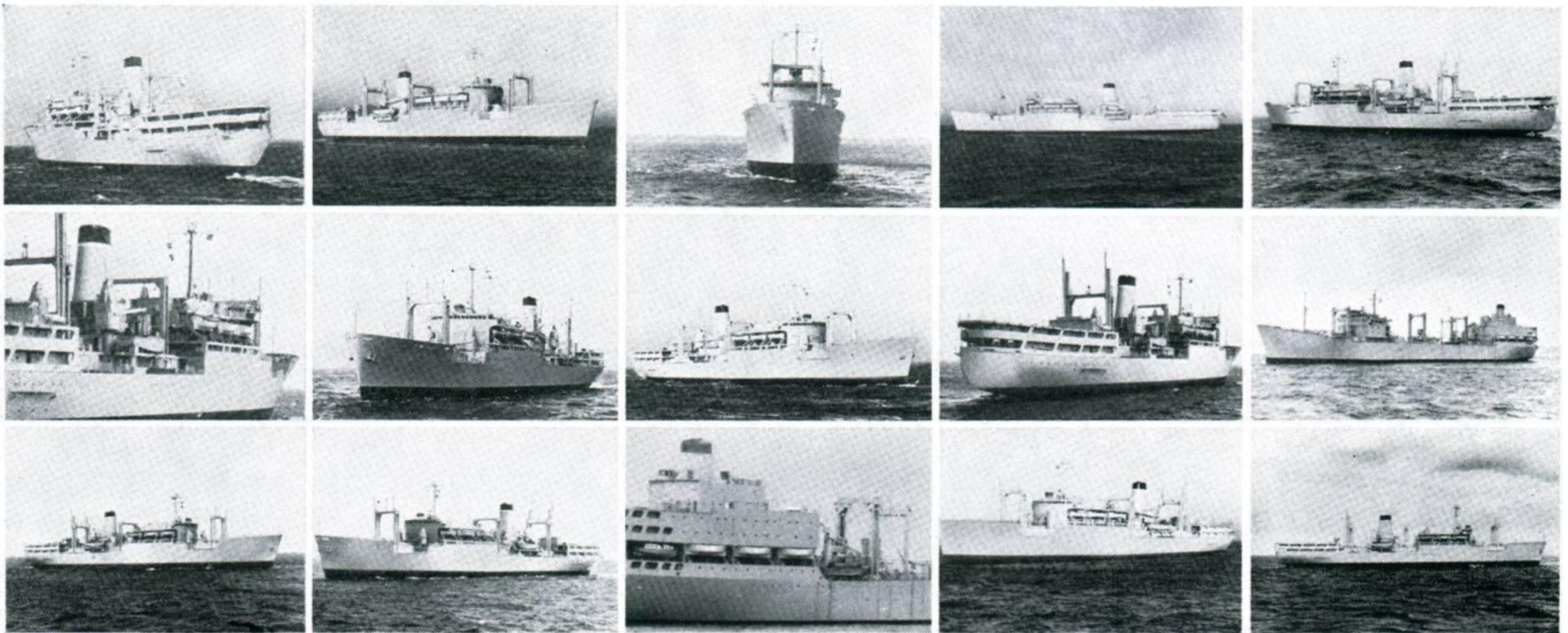


TEST PAPERS *Can you identify these Ships, AFVs and Aircraft?*

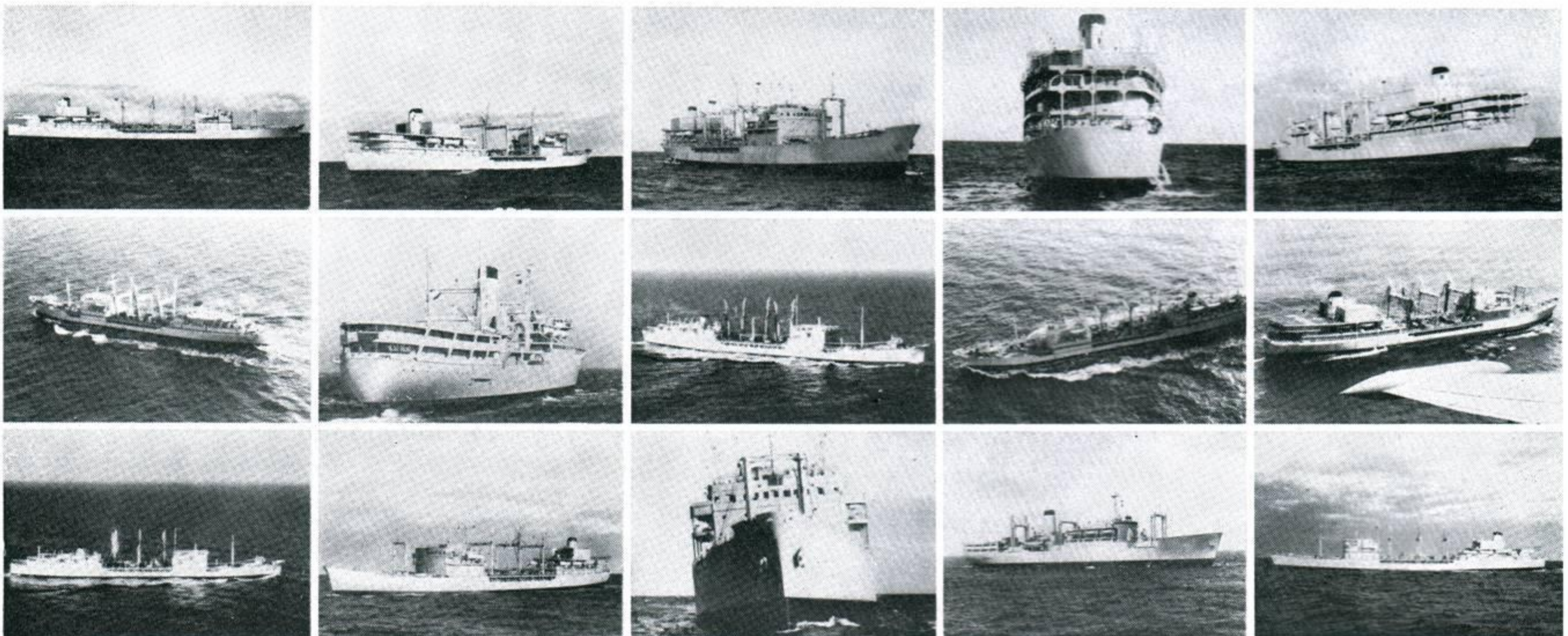
HARKE?



R.F.A. NESS?



R.F.A. TIDESPRING?



Lesson Instructions Identity training is a matter of "doing", rather than gathering information. Submit to the instructions given in every edition of the *Journal* and your 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 the lesson without the key too soon, wait until your ability to do so is self-evident.

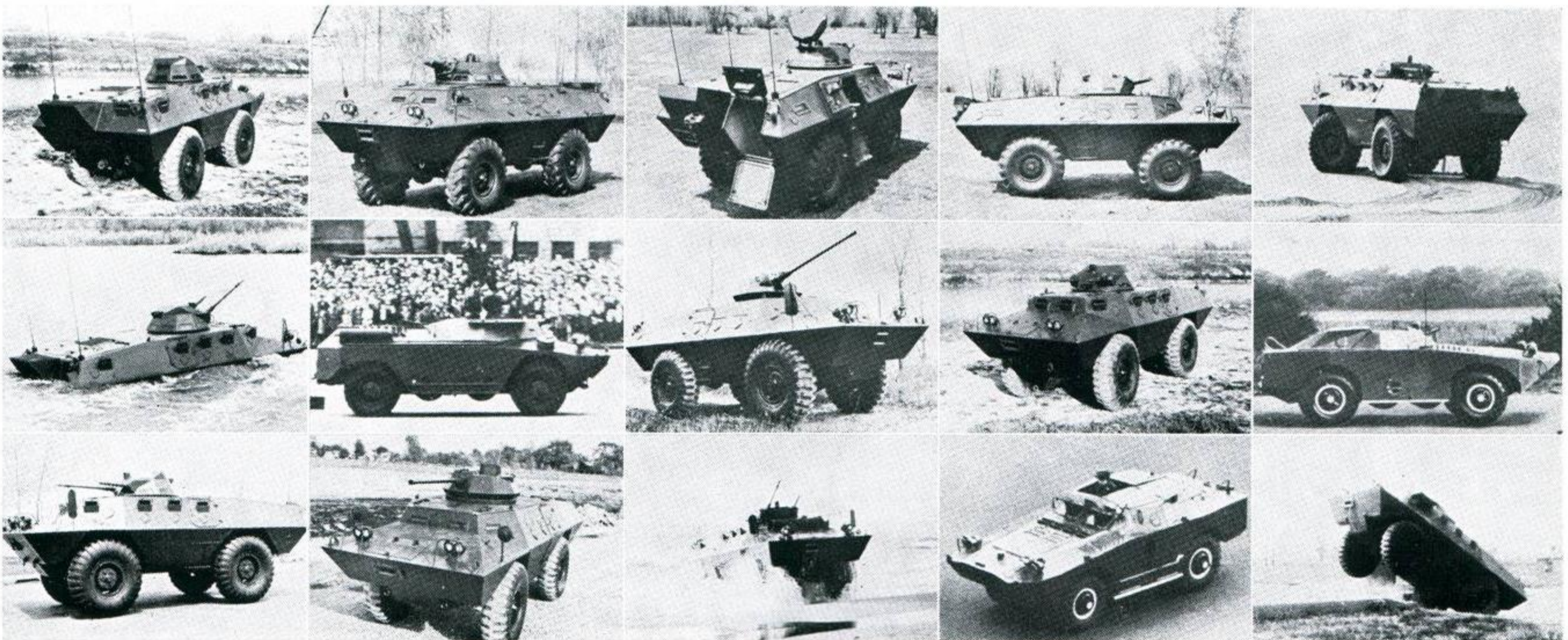
1. Den zur Lehre gehörigen Text lesen.
2. Eine numerierte Typenliste vorbereiten, in der angesprochene Typen in eine gewisse Ordnung gebracht werden können.
3. Typen ansprechen durch Vergleich mit den Hauptansichten (von oben, von unten, von vorne, von hinten und von der Seite). Anfangen mit den einfachen 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 anzupreisen als schnell.
6. Nicht mit Einzelheiten, Umrissen, Namen aufhalten.

TEST PAPERS *Solutions on back cover*

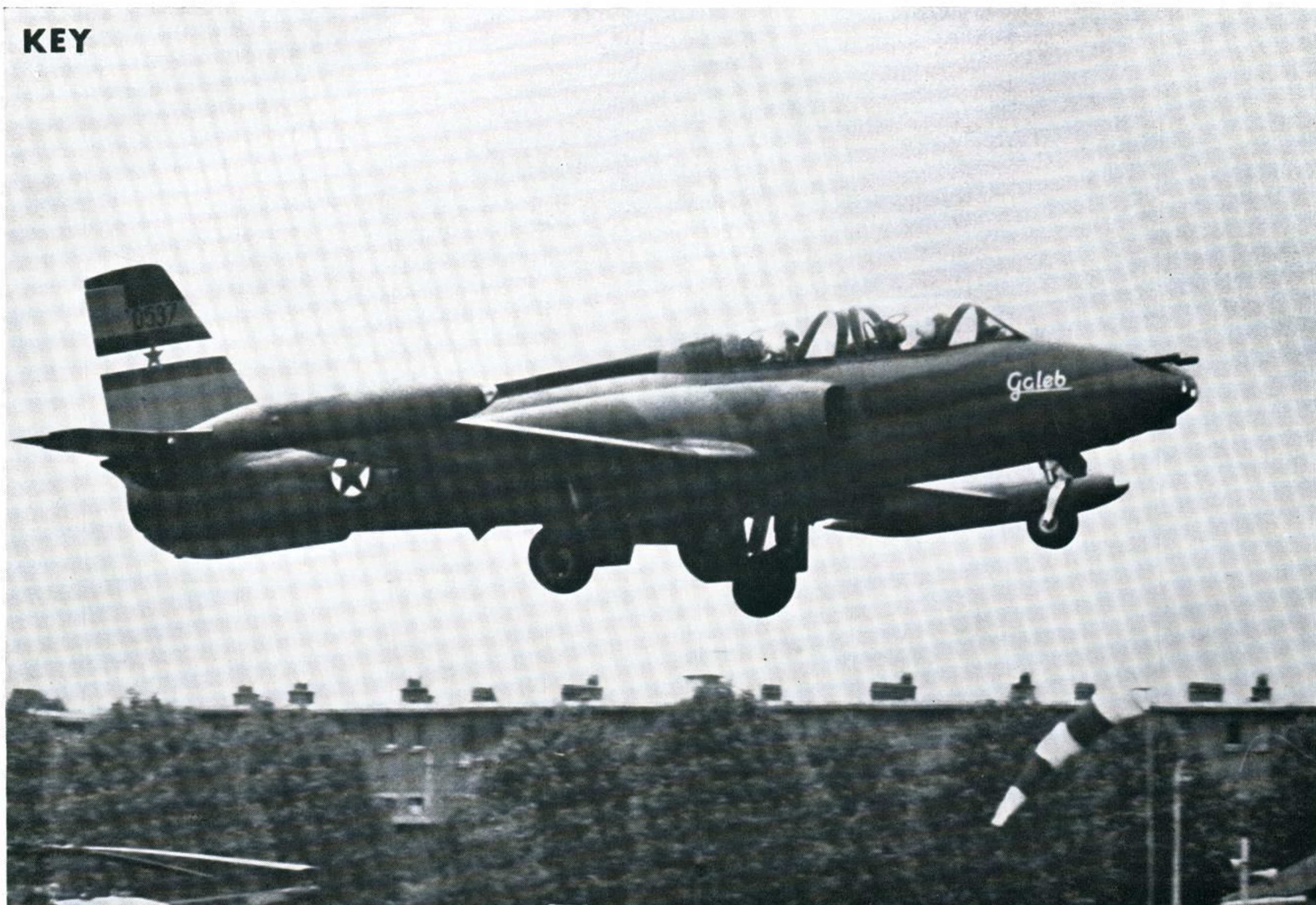
PANHARD AML with H 60 TURRET?



UNITED STATES XM 706 COMMANDO ARMoured CAR?



KEY



GALEB

This Yugoslavian two-seat basic jet trainer (whose name Galeb means Seagull) first flew in May 1961 and production for the Yugoslav Air Force has been under way for some time. Powered by a Rolls-Royce Bristol Viper engine, Galeb carries a crew of two in tandem and exists in two versions—a weapons training version with two 0.50-inch machine guns in the nose, and underwing pylons for two 110-lb. bombs and four 57-mm.

rockets; and a strike version, with the guns, two 220-lb. bombs and two 127-mm. rockets.

A single-seat light attack version known as the J-1 Jastreb (Hawk) is in production for the Yugoslav Air Force and examples of both it and the Galeb were seen at last year's SBAC Display at Farnborough.

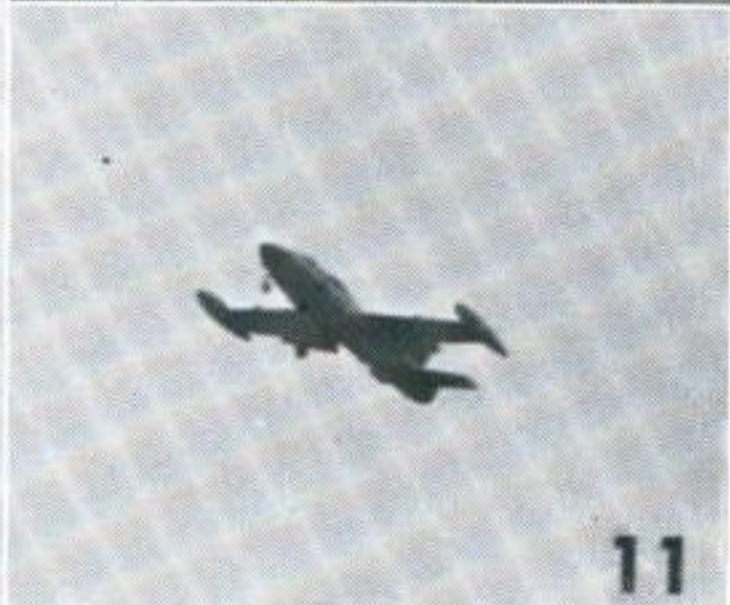
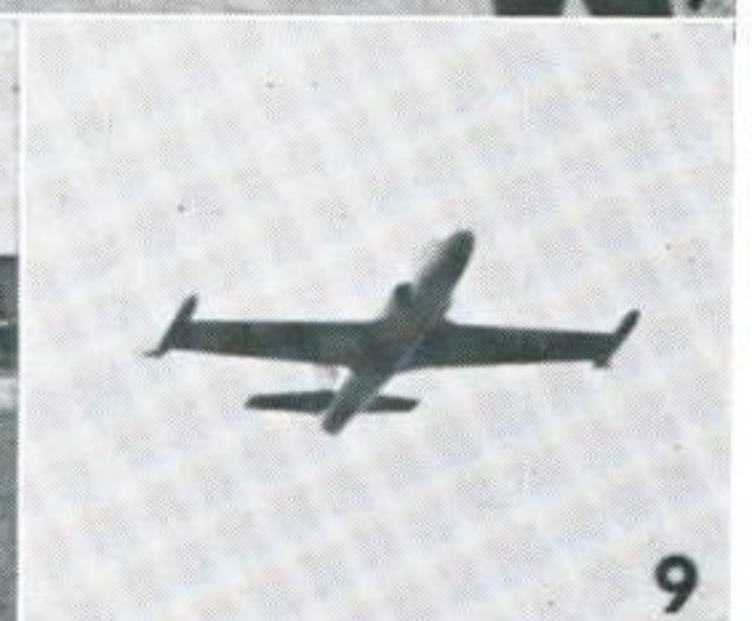
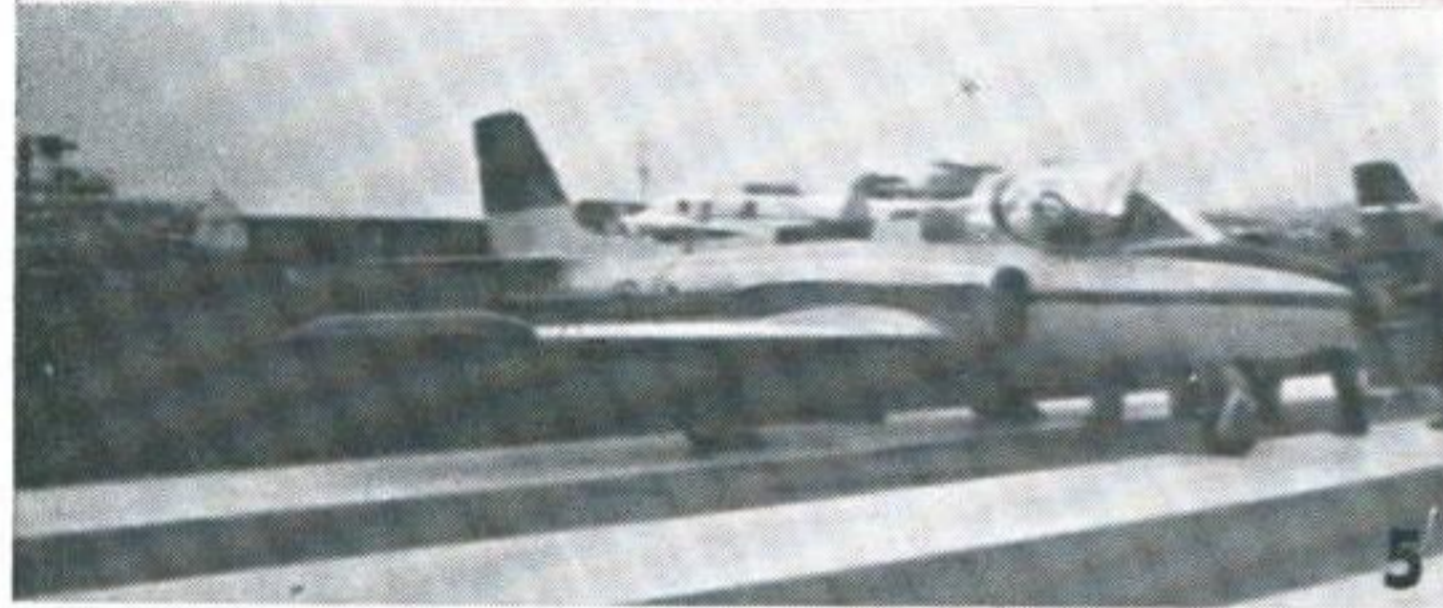
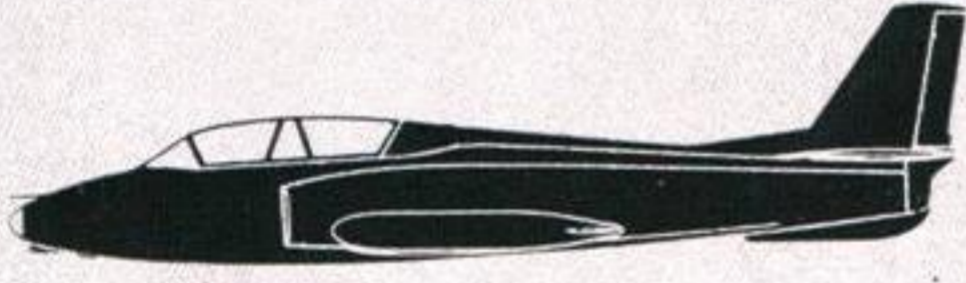
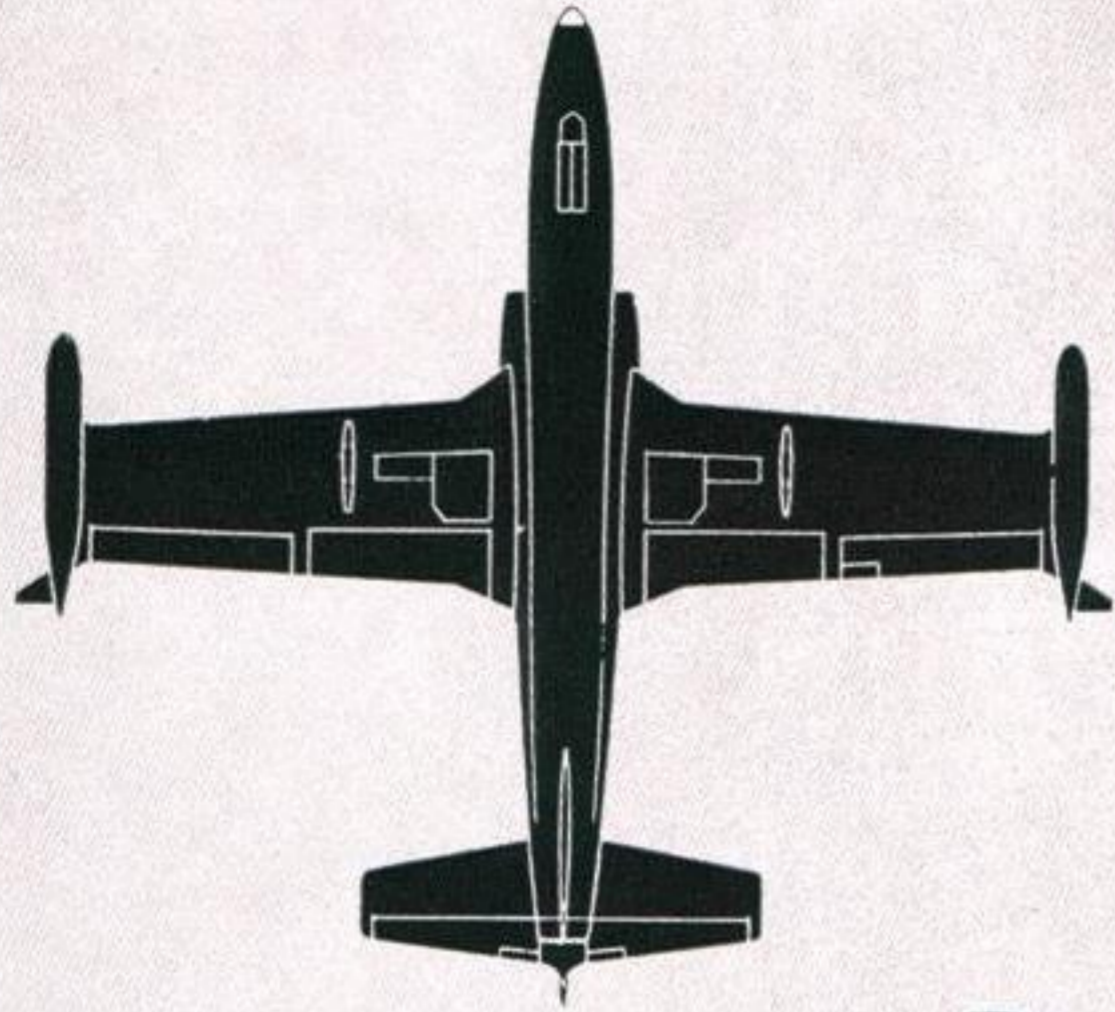
It should be noted that the Galeb (like the Jastreb) has jettisonable wing-tip tanks.

Lesson instructions are on page 117 Solutions on the cover

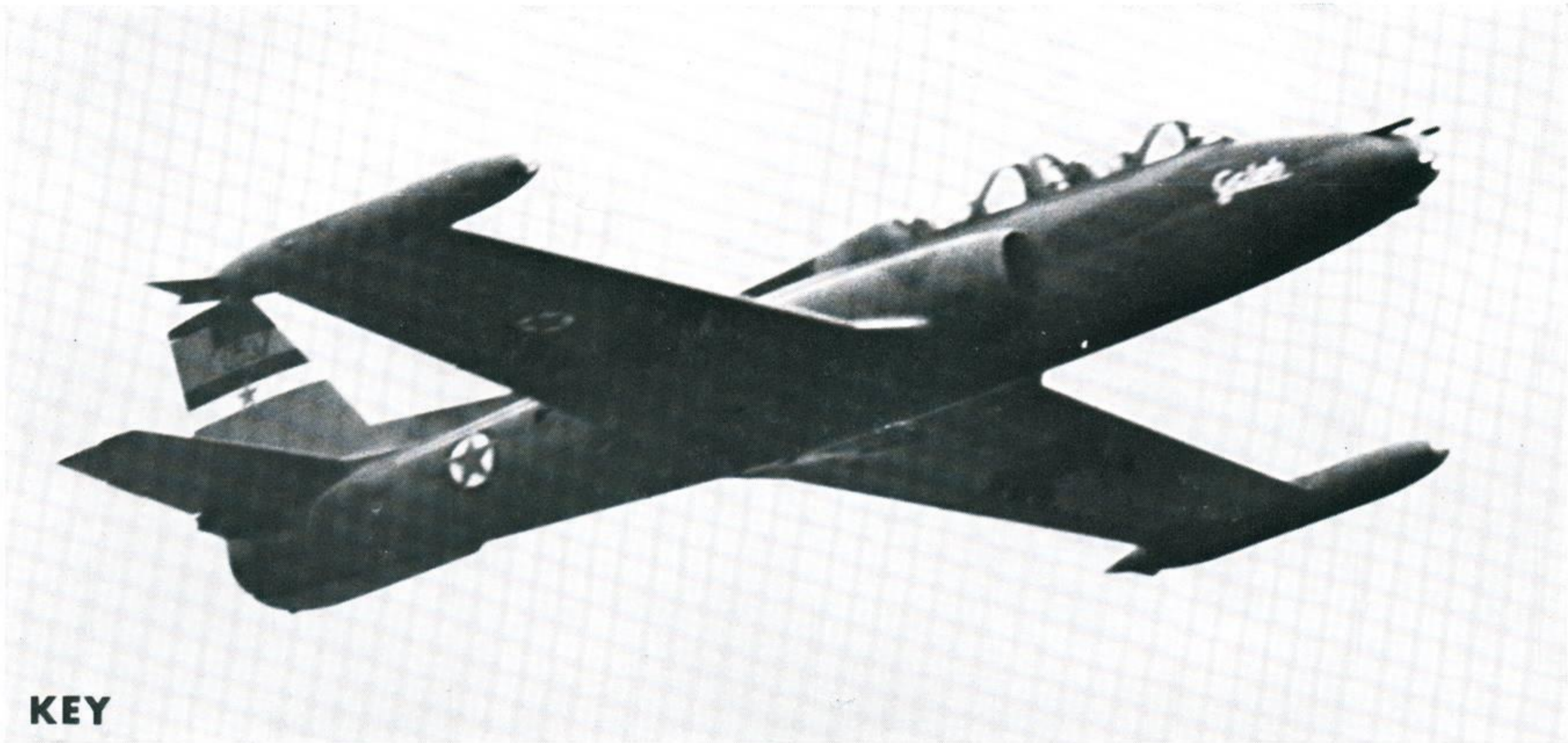


KEY

Span 34 ft. 4½ in. (38 ft. 1½ in. with tip tanks fitted)



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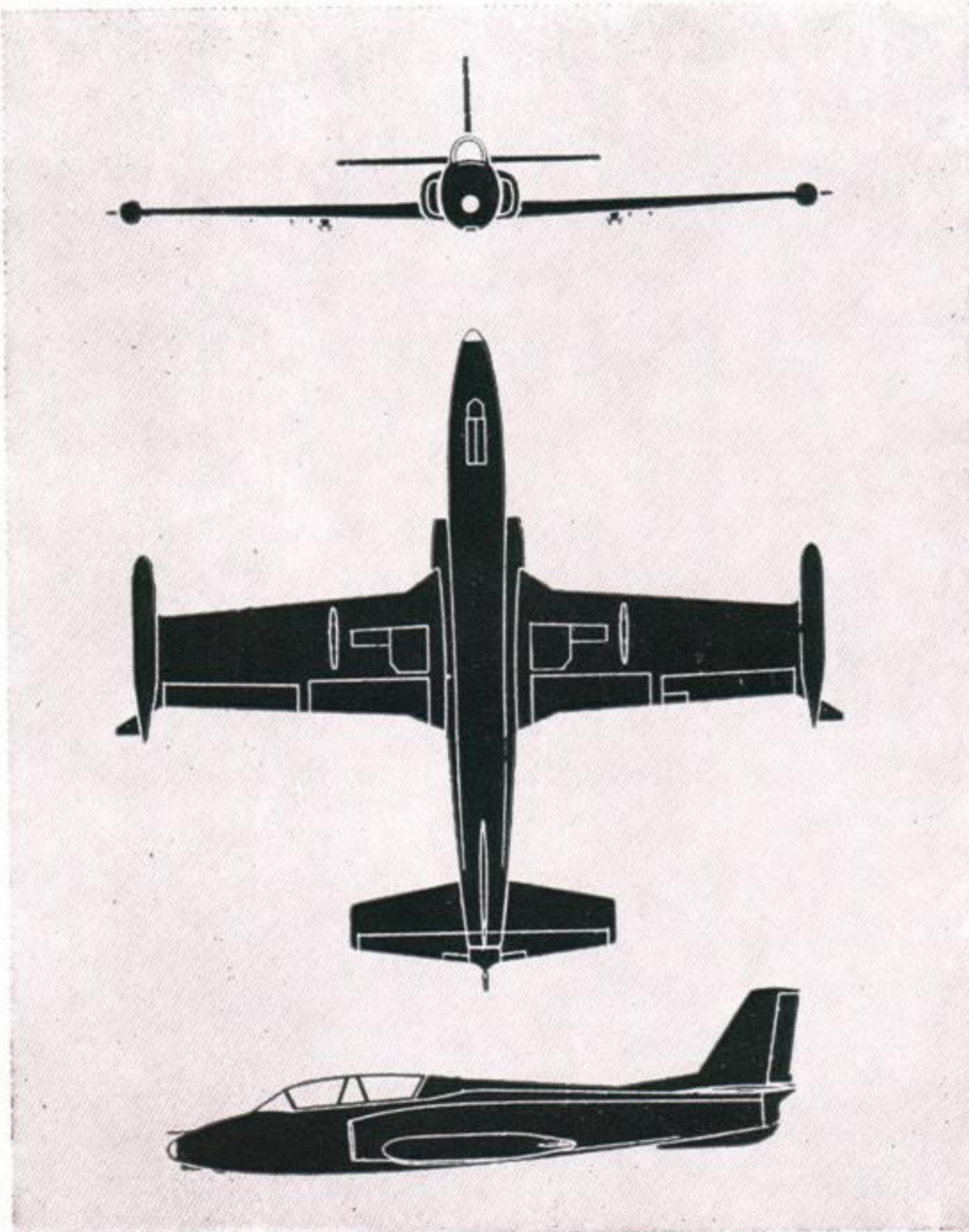


KEY

GALEB *continued*

Lesson instructions are on page 117

Solutions on back cover





A FORMATION OF SUD-AVIATION HELICOPTERS.
Left to right: SE313B Alouette II (Artouste IIC engine),
SA318C Alouette II (Astazou engine), Alouette III,
SA330 transport helicopter and Super Frelon in Israeli
military insignia.



ROYAL FLEET AUXILIARY RESOURCE

Resource and her sister ship *Regent* were the first vessels designed and built as fleet replenishment ships. Previously all craft fulfilling this role had been converted merchantmen, and therefore, compromises at the best.

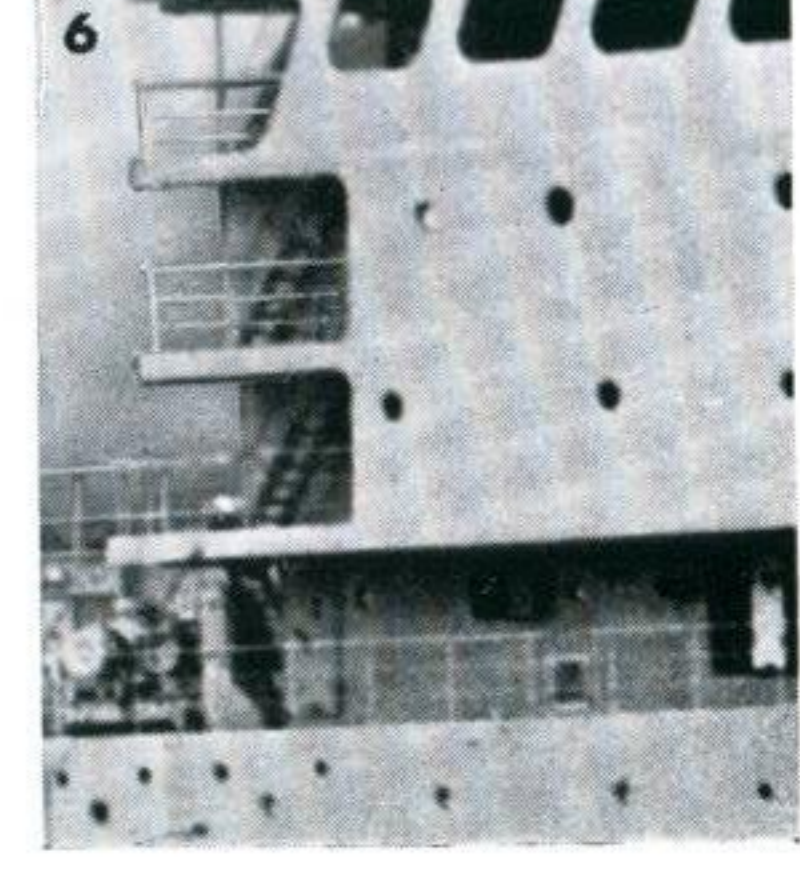
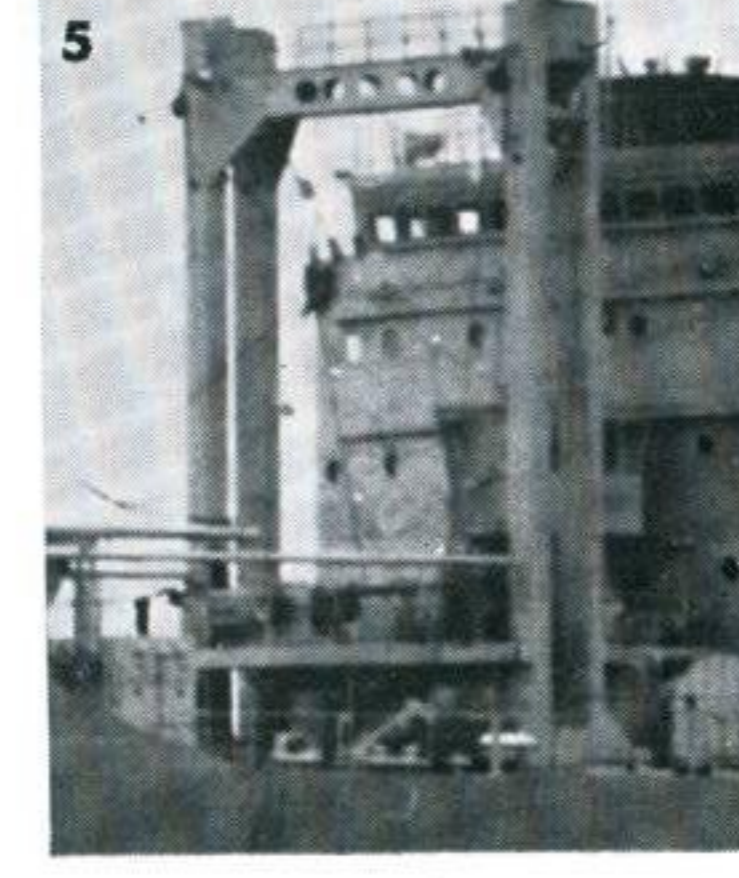
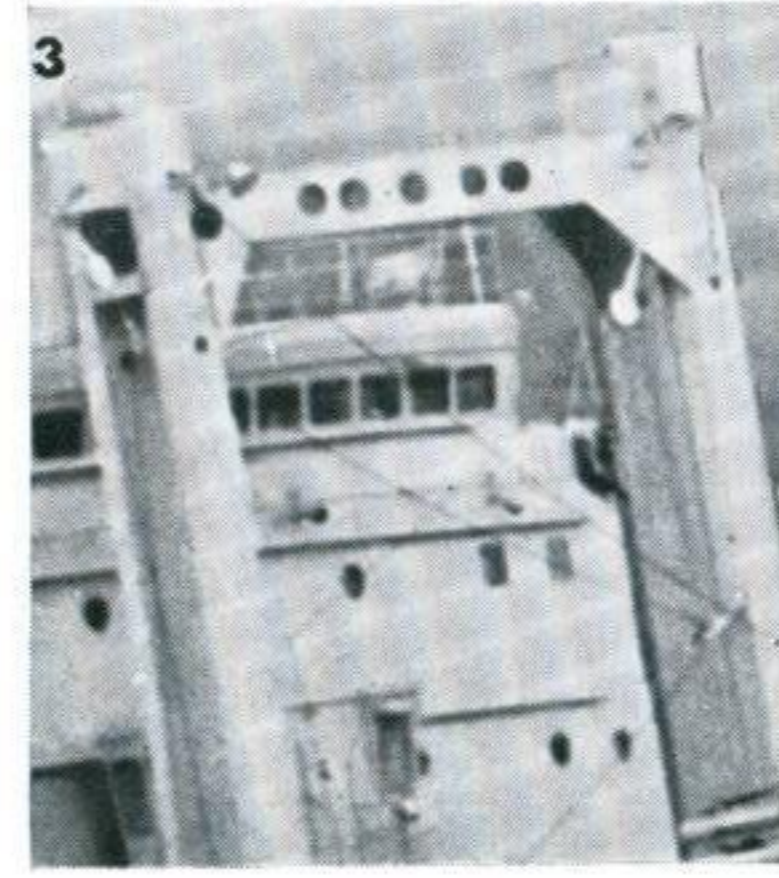
Both ships have a gross and a displacement tonnage of around 19,000, measure 640 feet long overall on a draught of 26 feet. They are turbine driven and *Resource* was launched early in 1966.

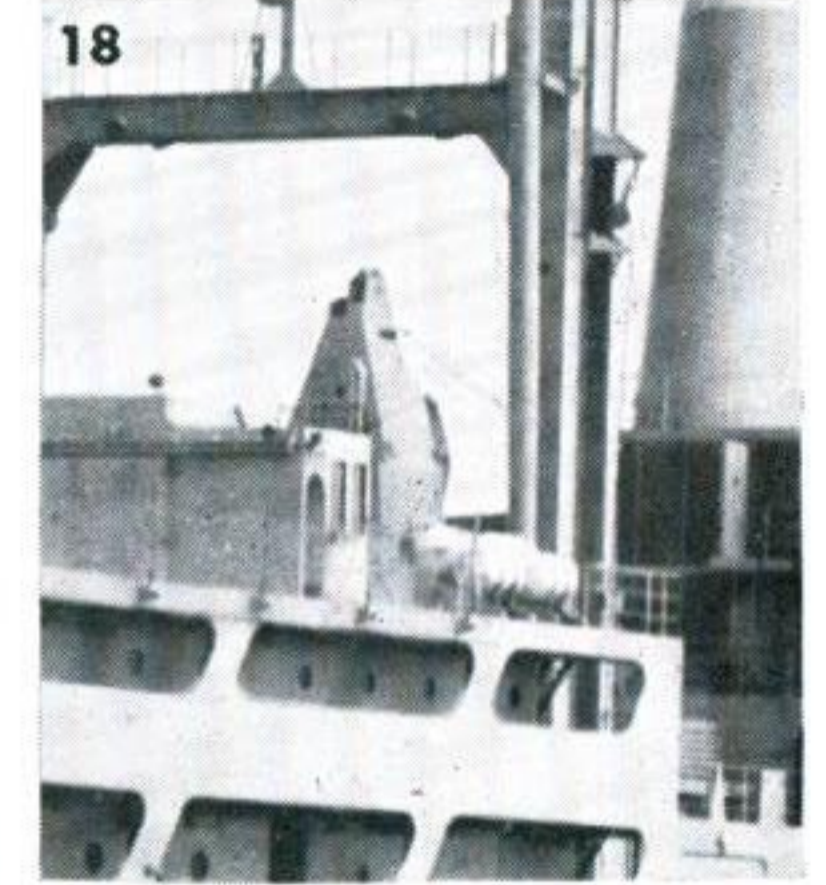
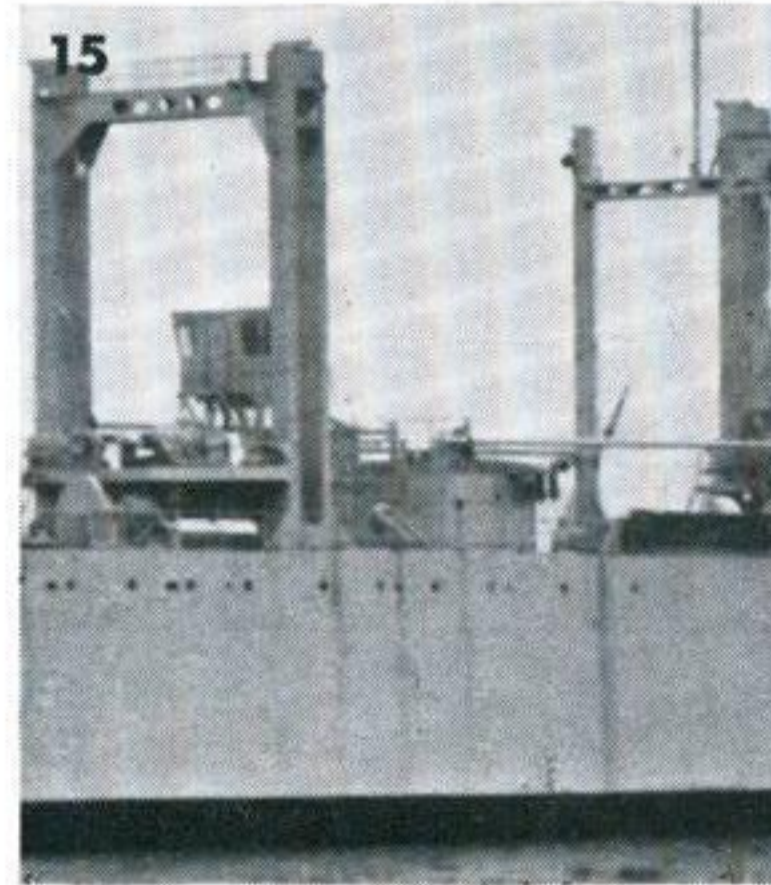
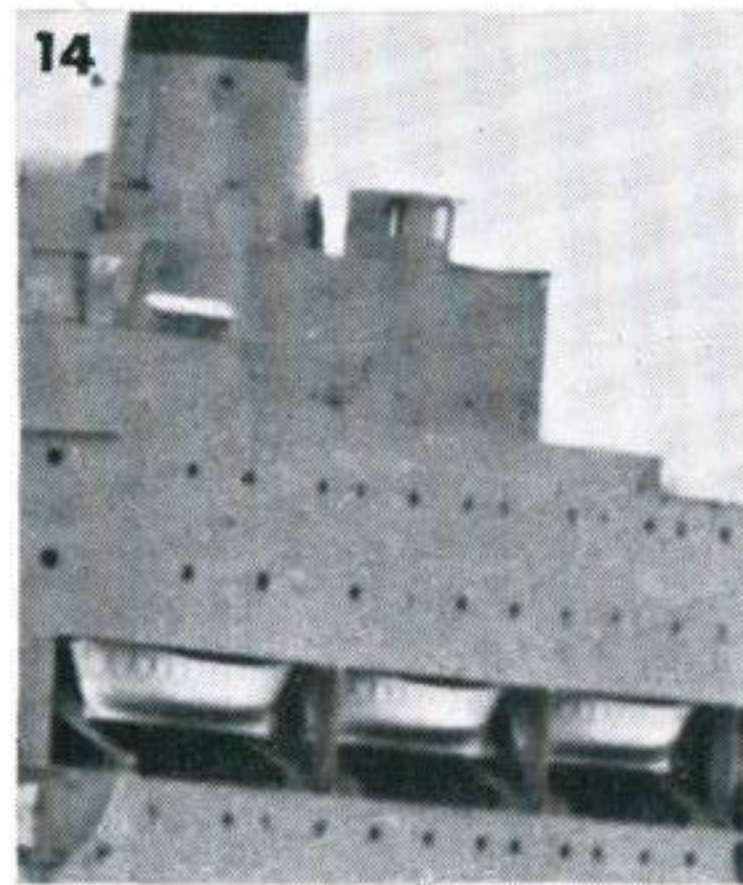
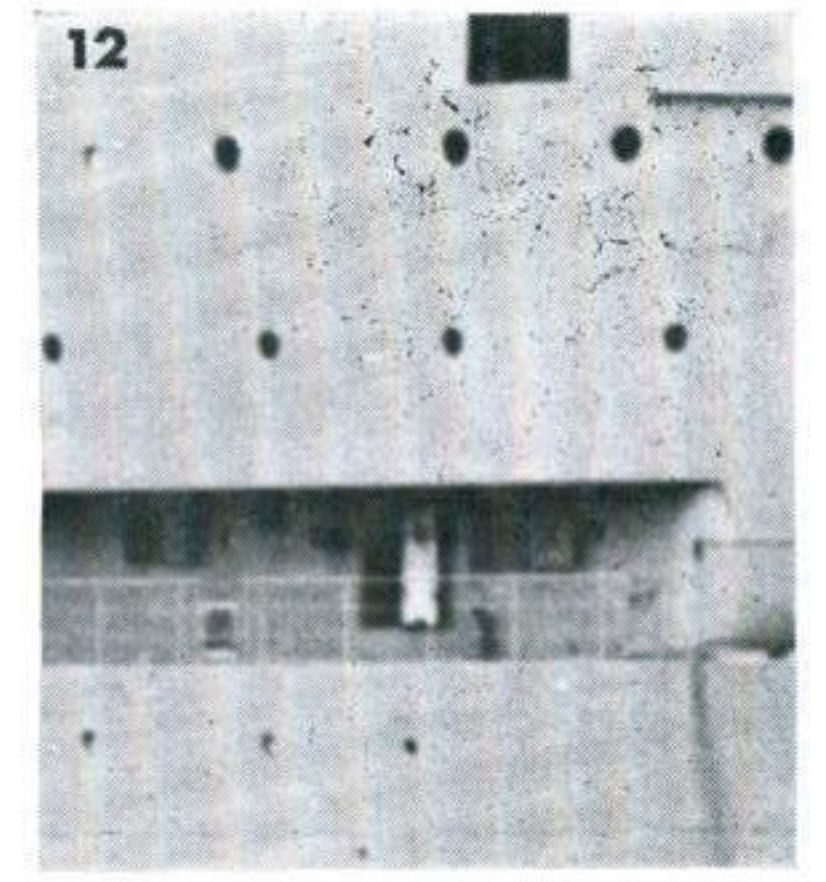
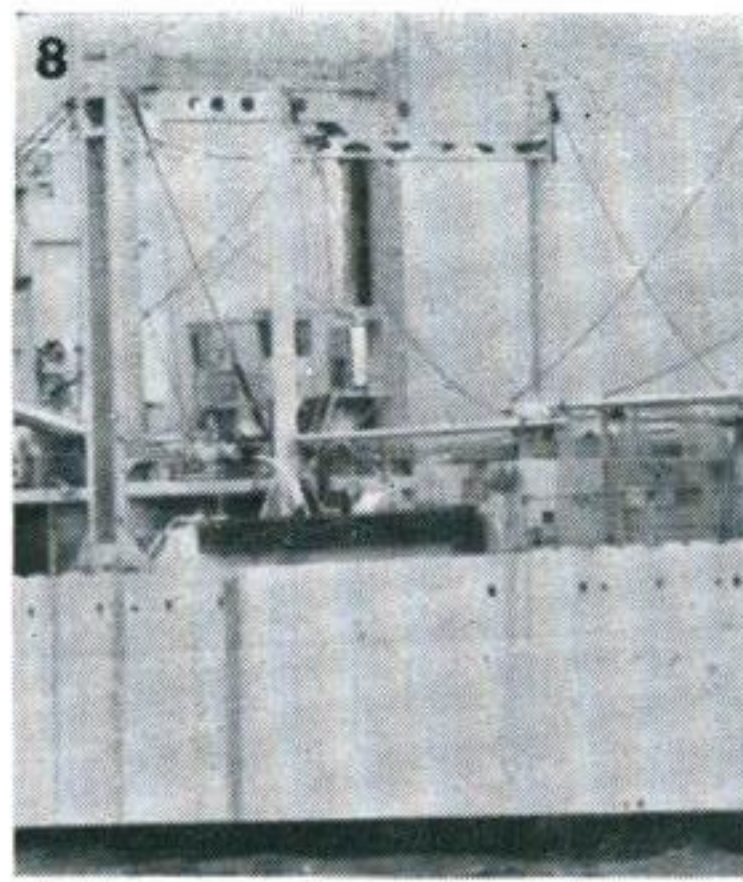
The ships can be distinguished by the tall superstructure aft, incor-

porating a hangar for the Wessex helicopter which helps in the transfer of stores. Nevertheless training remains essential.

As in many ships of the R.F.A., the complement is made up from R.F.A. and Merchant Navy officers and ratings, civil servants of the Ministry of Defence (Navy Department) and Royal Navy operators for helicopter maintenance and flying.

There is no readily-distinguished difference in appearance between the two ships. *Resource* has pennant number A480 and *Regent*, A486.



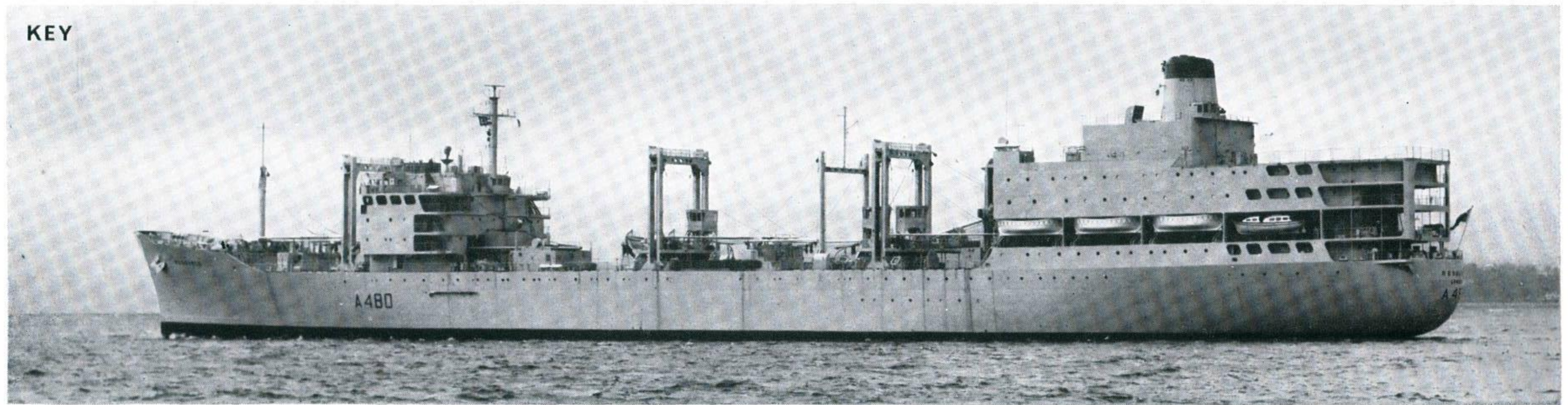
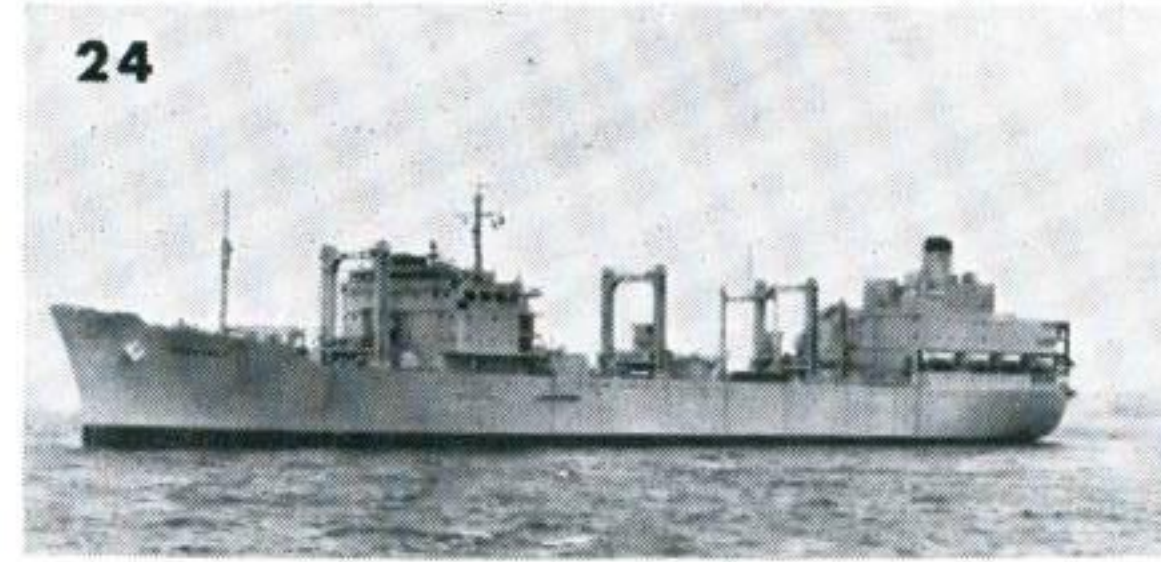
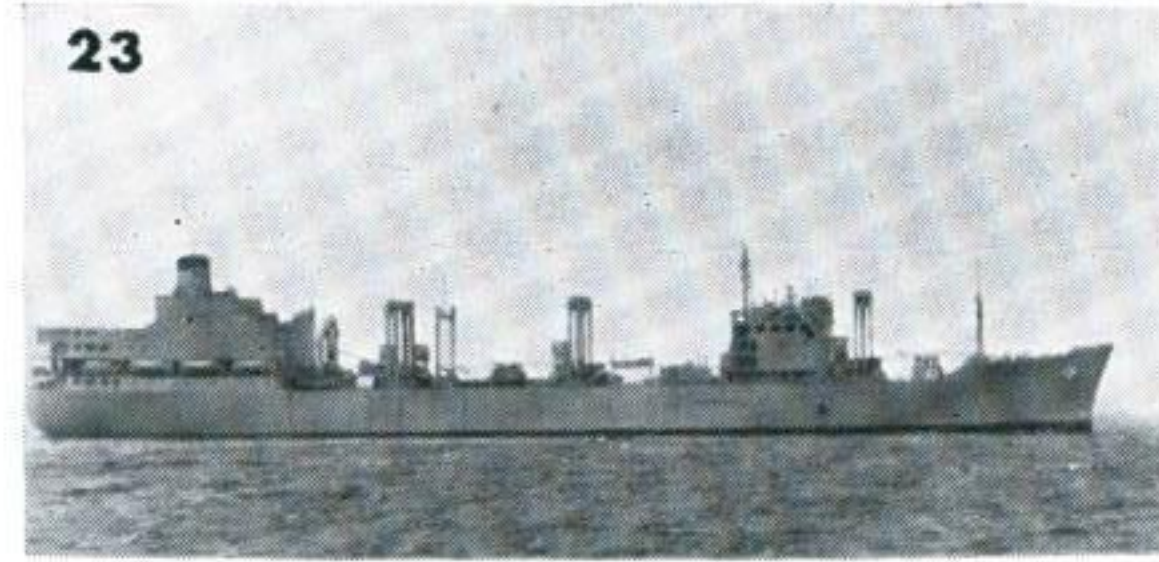
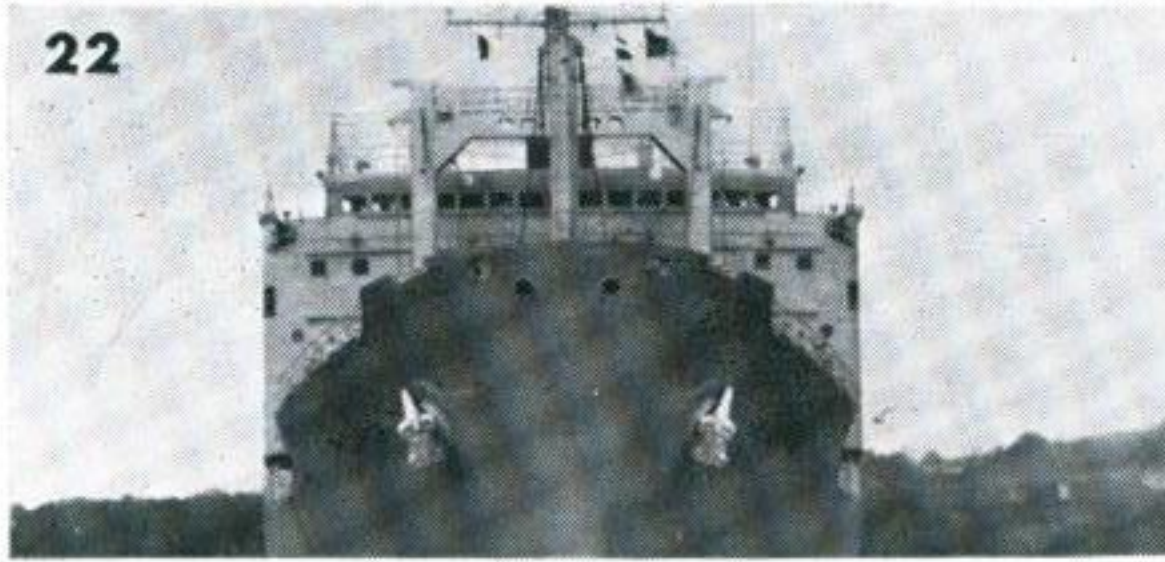


KEY

Lesson instructions are on page 117 Solutions on back cover

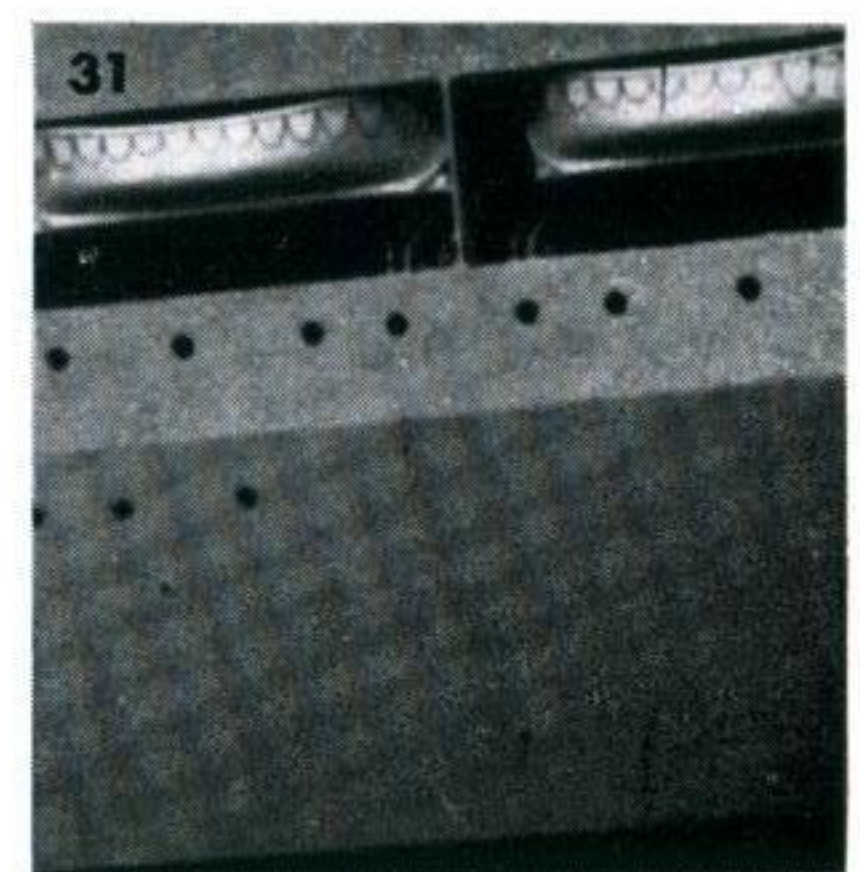
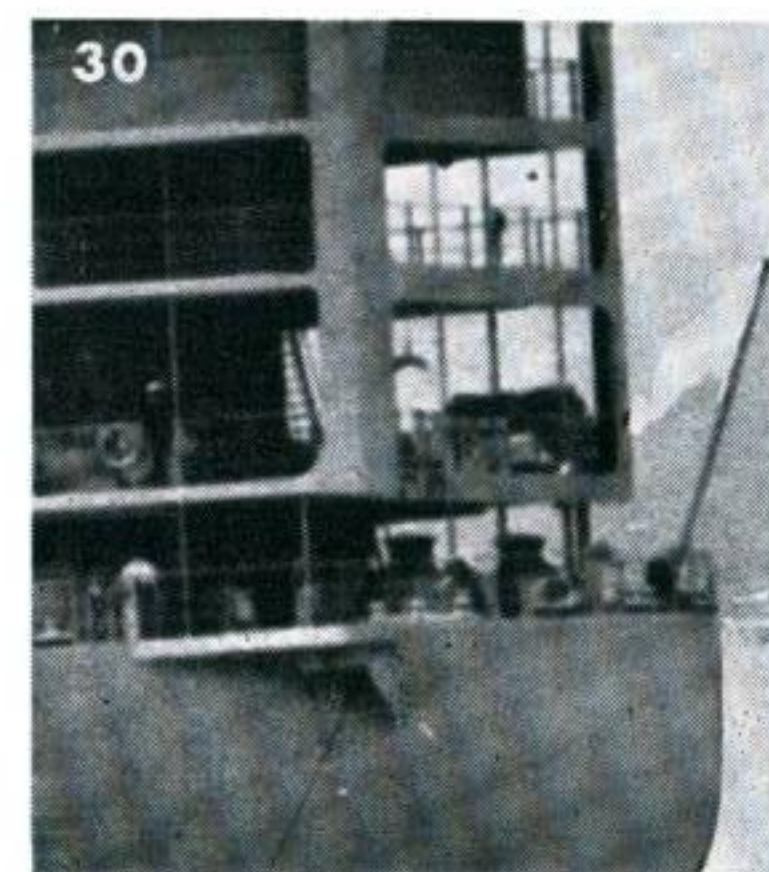
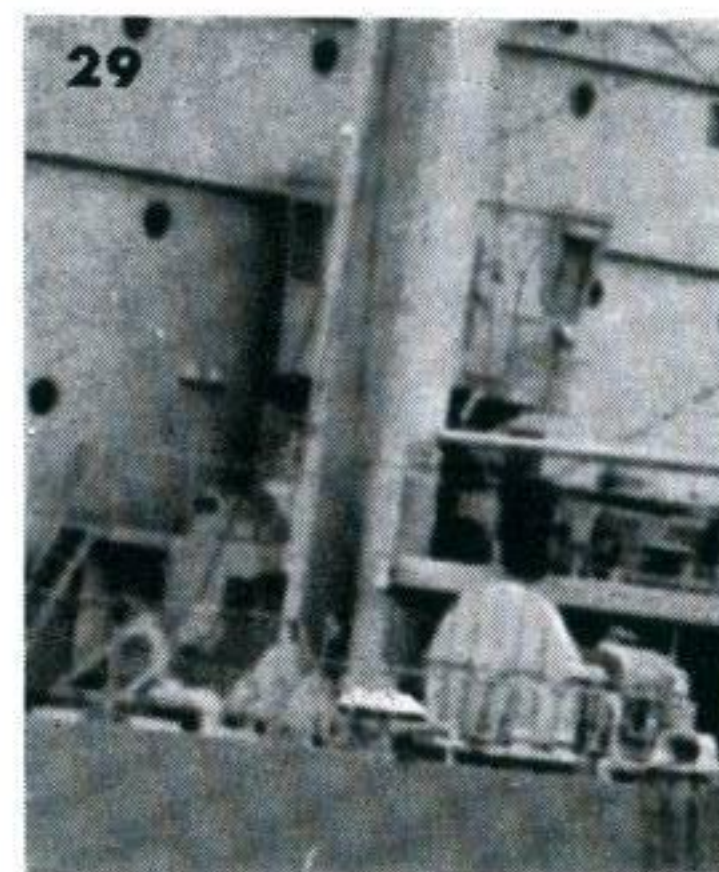
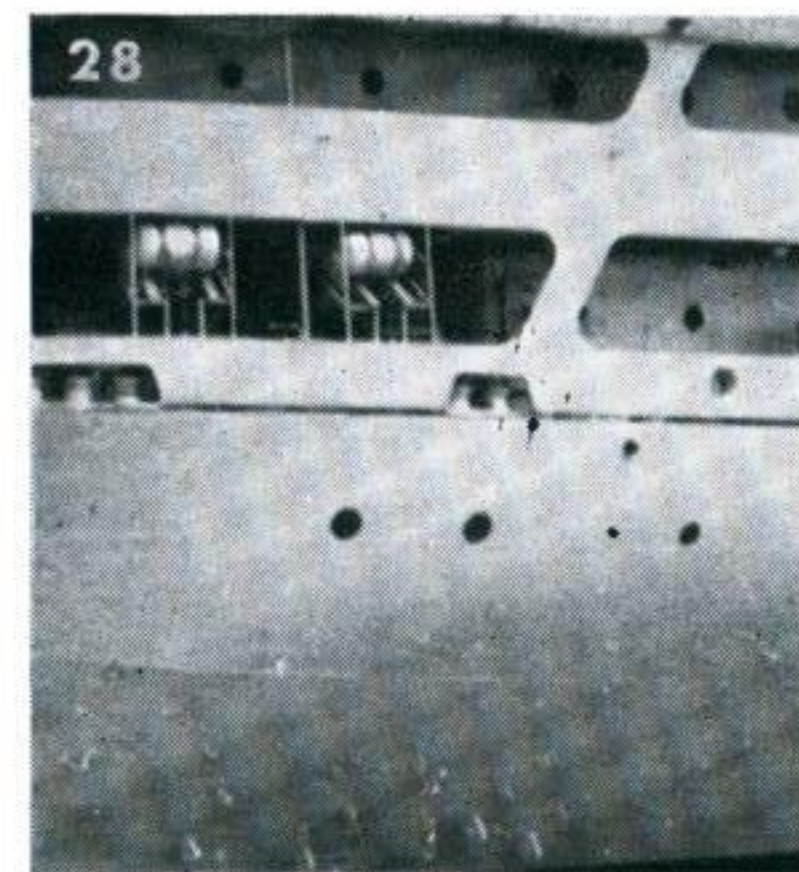
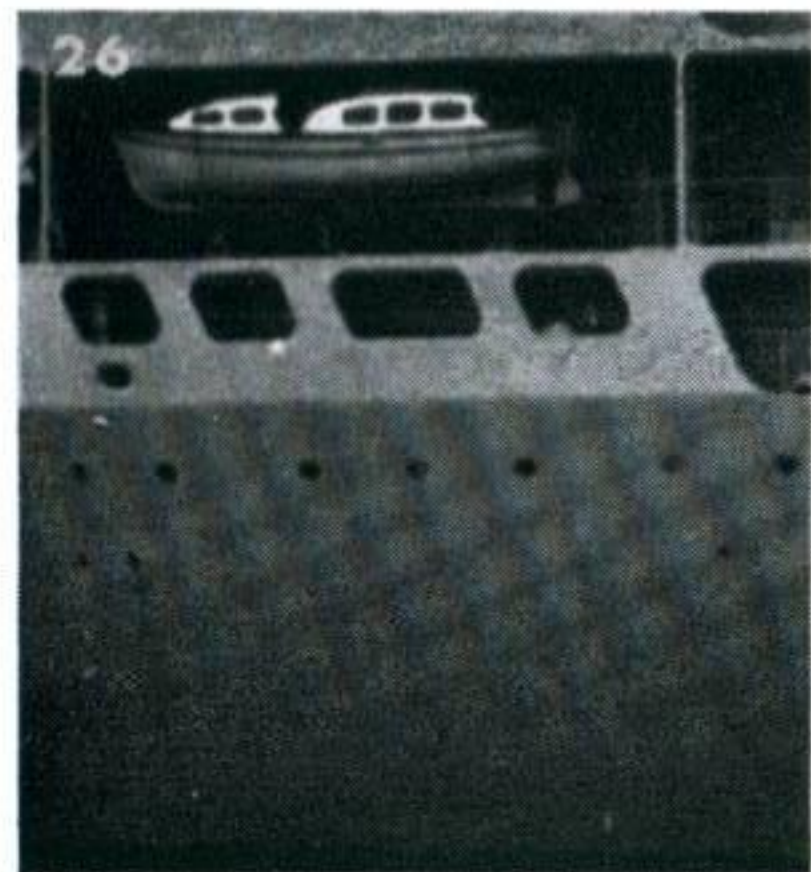
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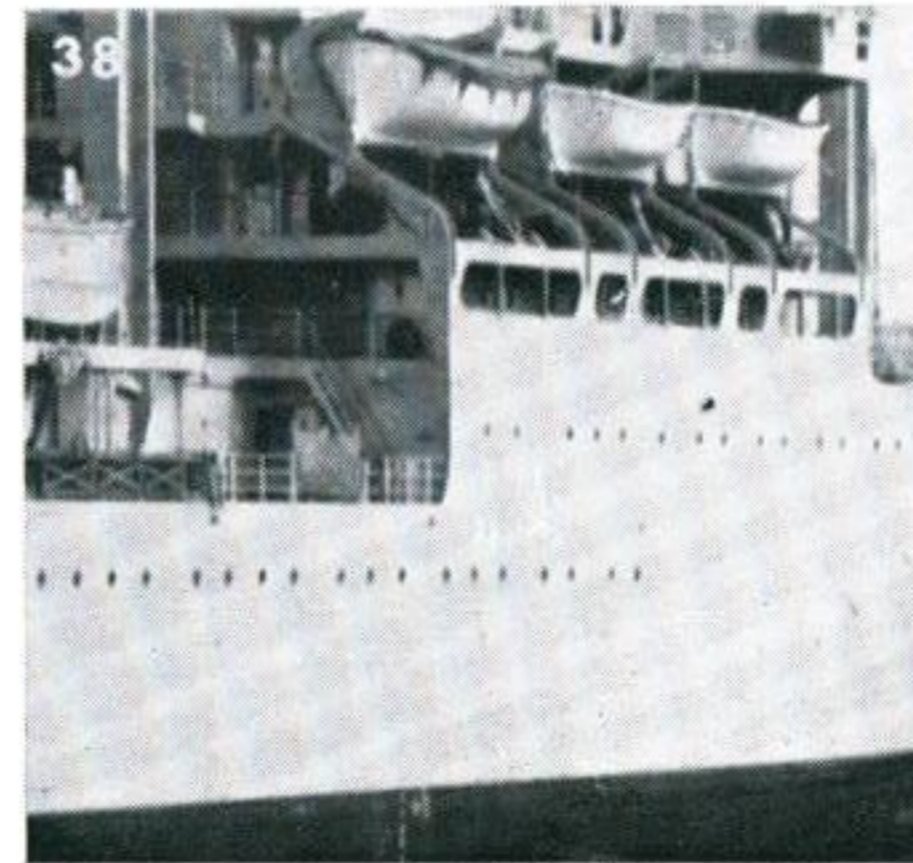
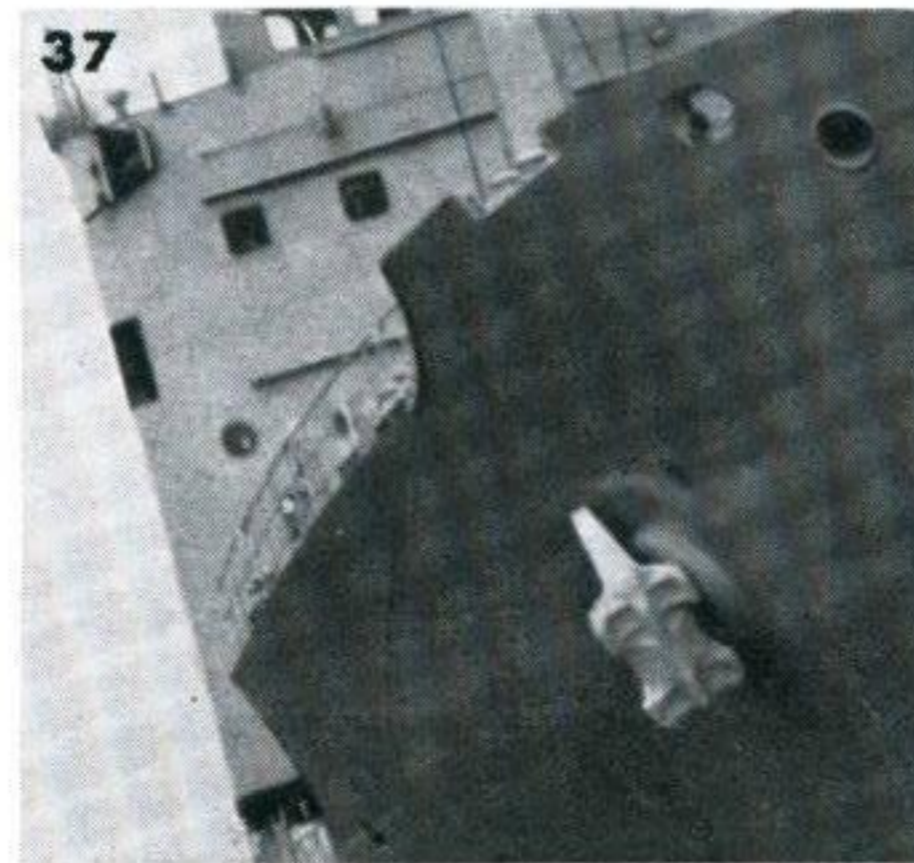
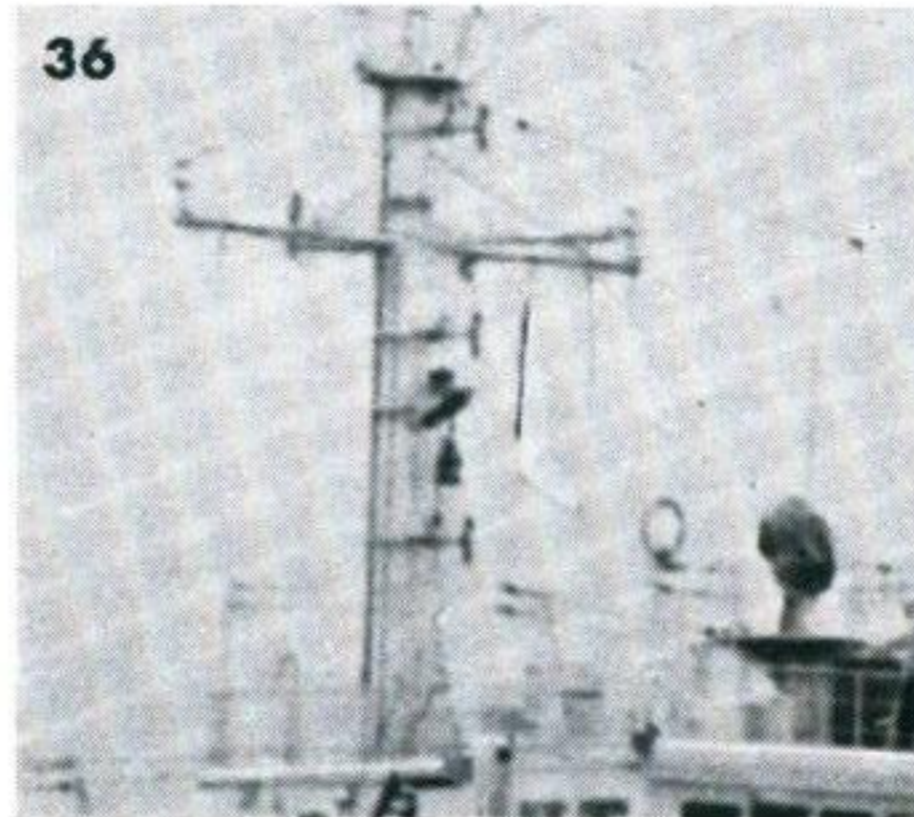
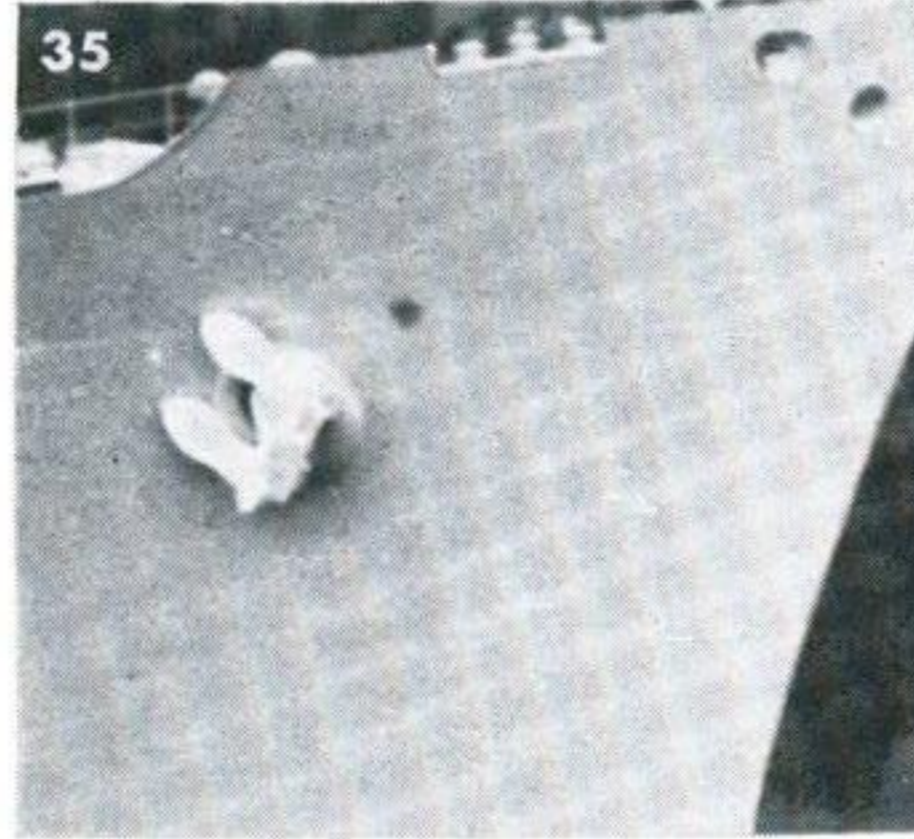
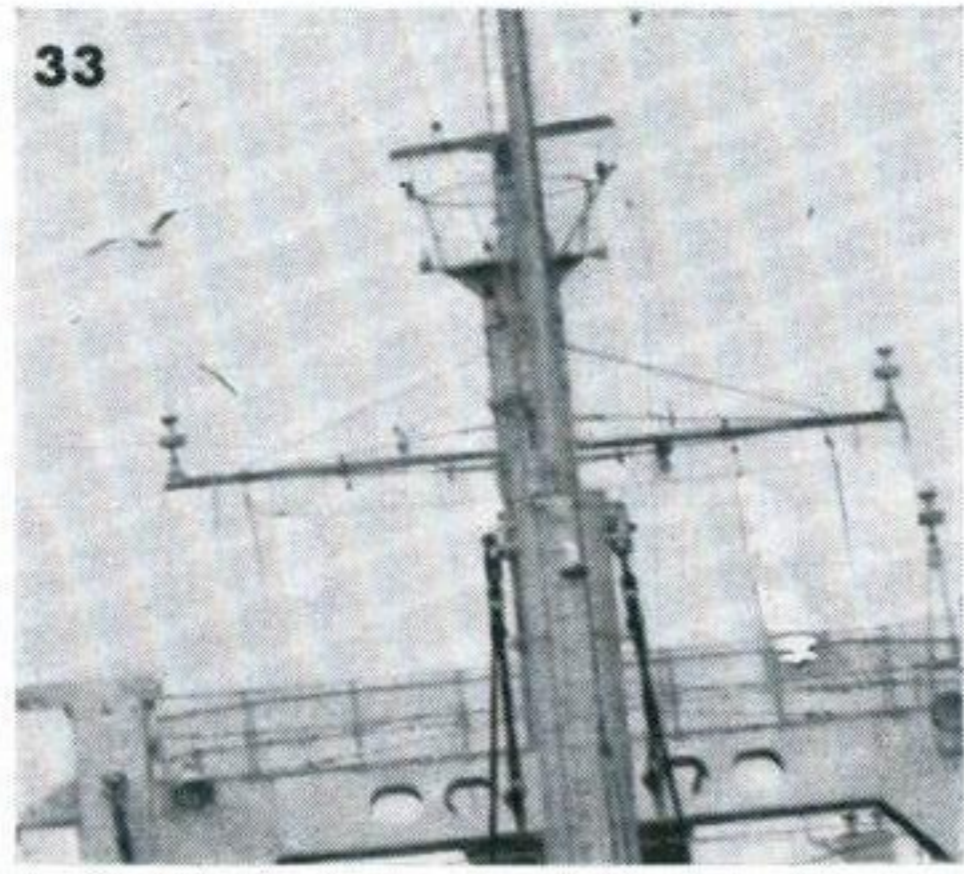
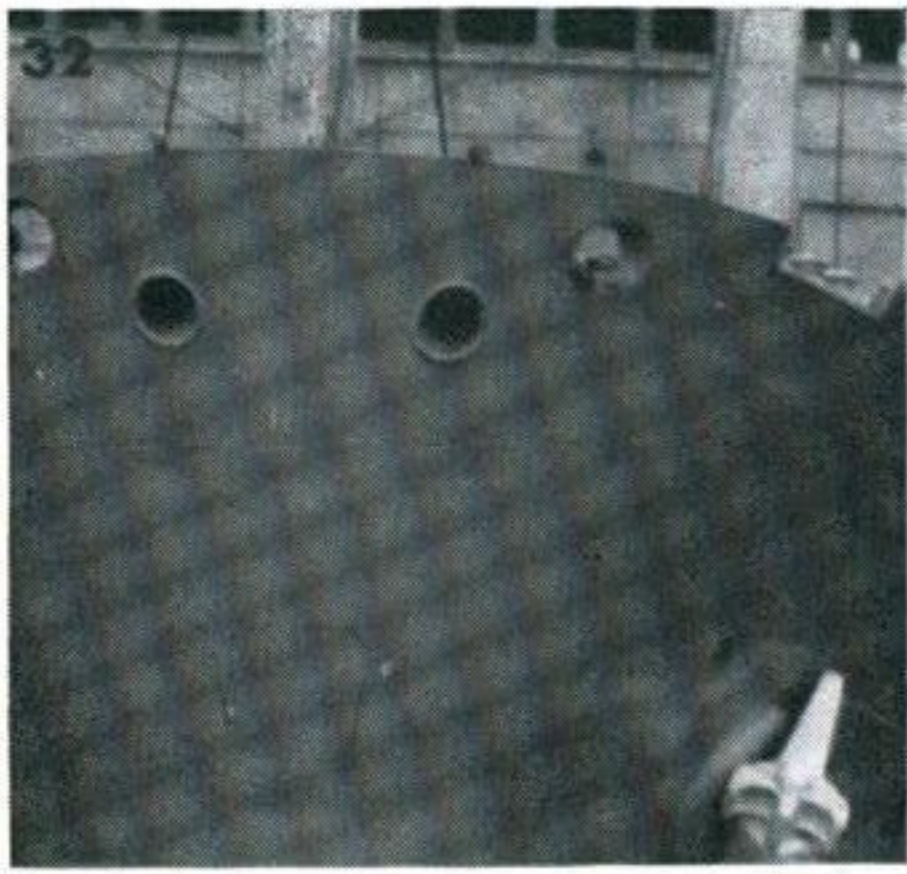
RFA RESOURCE *continued*

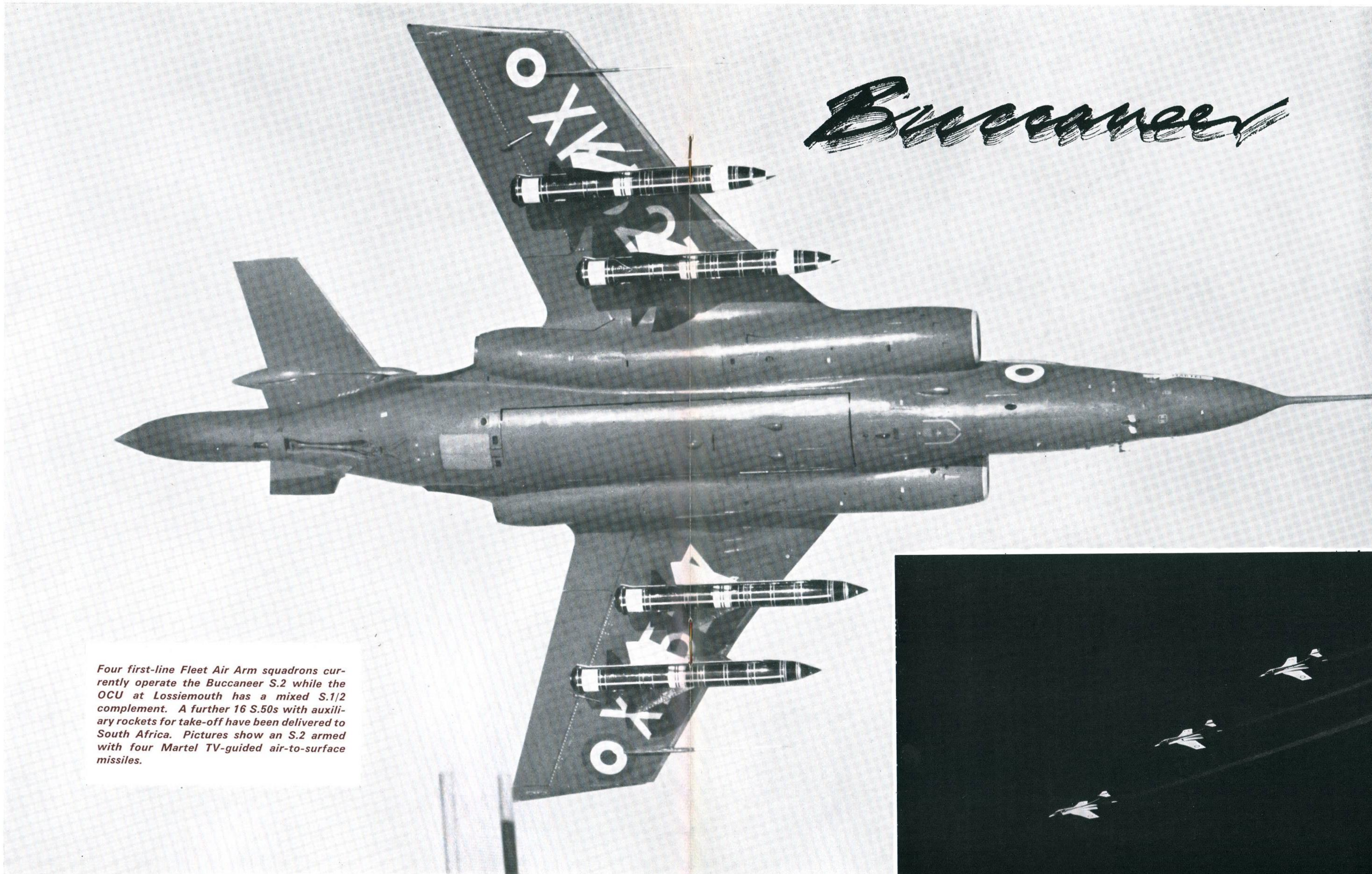


Lesson instructions are on page 117

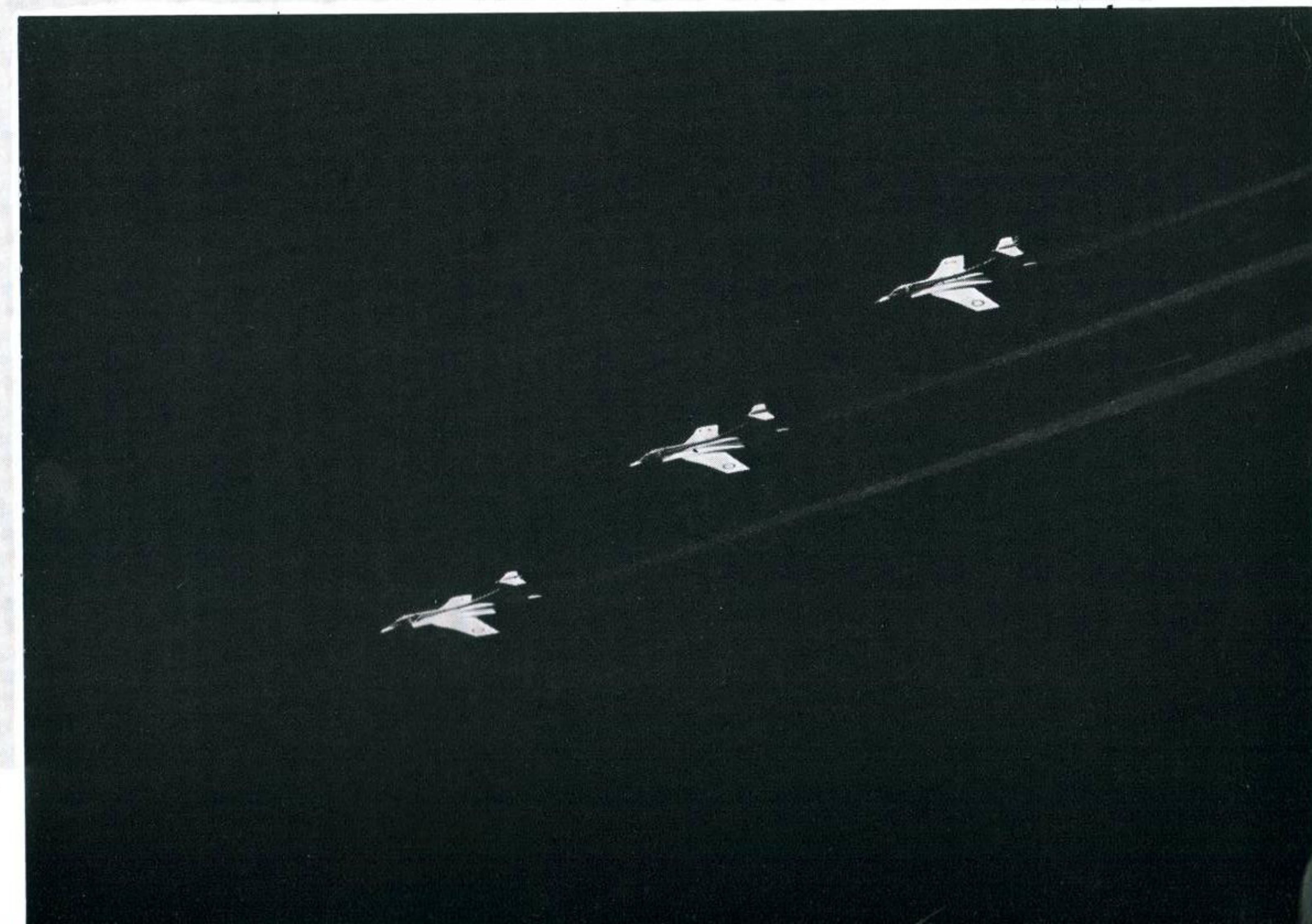
Solutions on back cover







Four first-line Fleet Air Arm squadrons currently operate the Buccaneer S.2 while the OCU at Lossiemouth has a mixed S.1/2 complement. A further 16 S.50s with auxiliary rockets for take-off have been delivered to South Africa. Pictures show an S.2 armed with four Martel TV-guided air-to-surface missiles.



continued overleaf



BUCCANEER S.Mk.2

The Buccaneer S.2 is a developed version of the Gyron-powered S.1 with two Rolls-Royce Spey turbofan engines, giving a considerable increase in all-round performance and range. The first production model flew in June 1964 and the type currently equips four operational squadrons of the Fleet Air Arm plus an operational conversion unit. Sixteen export models, known as S.50s, have been supplied to the South African Air Force. Twenty-six of a heavier, land-based, version of

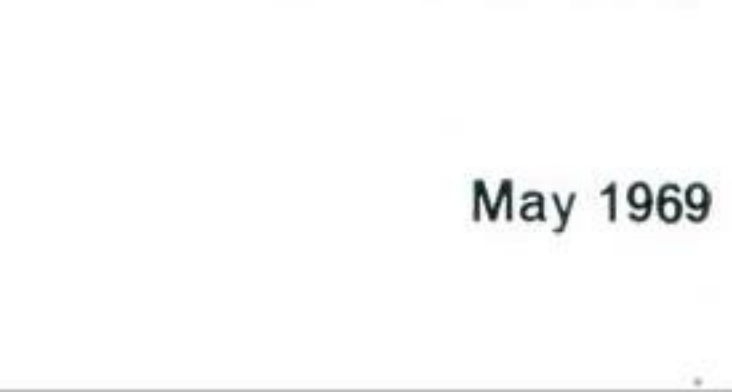
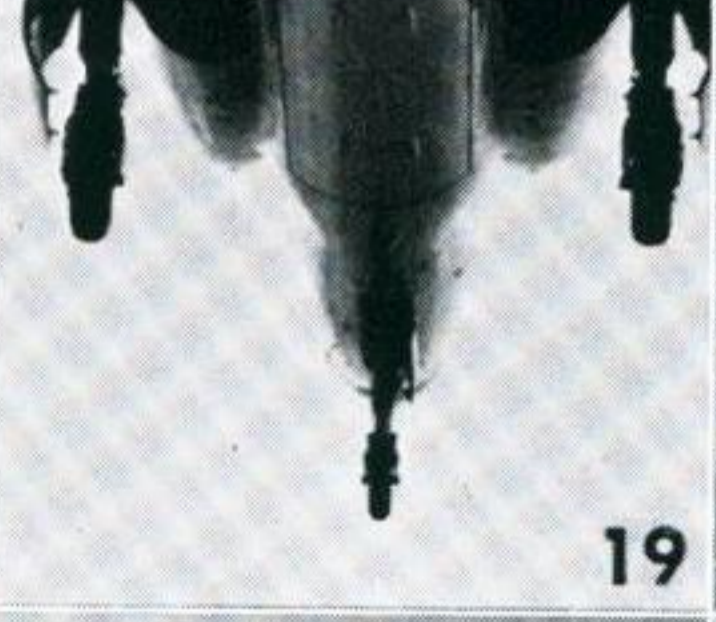
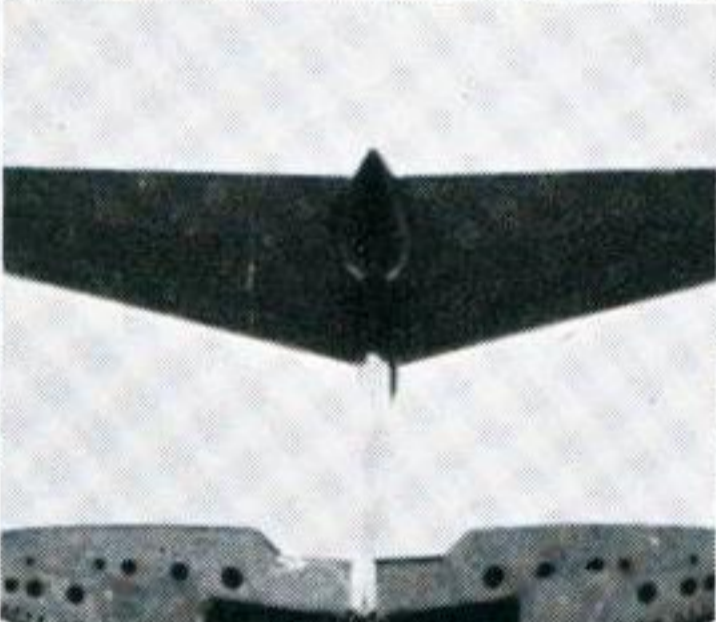
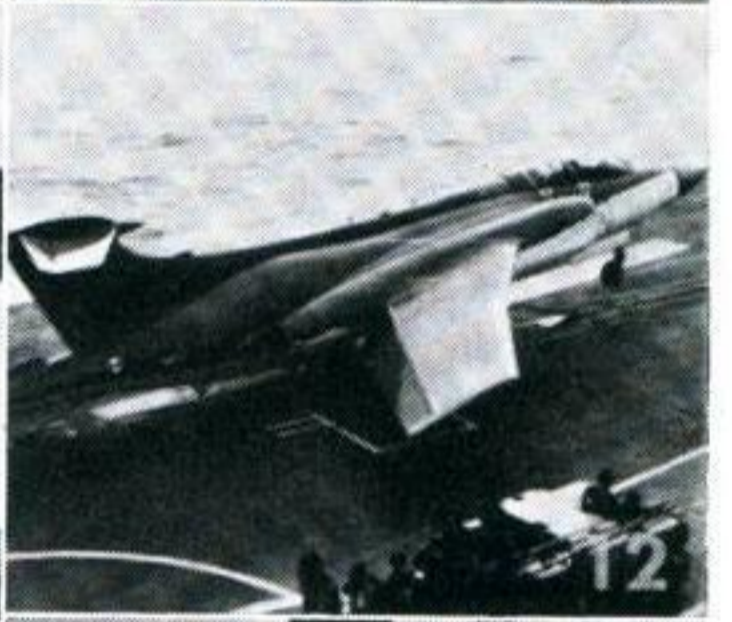
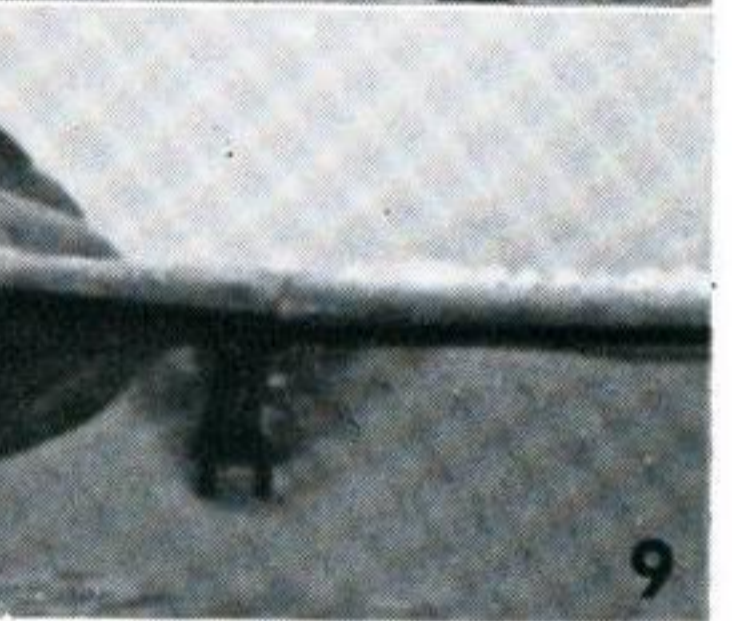
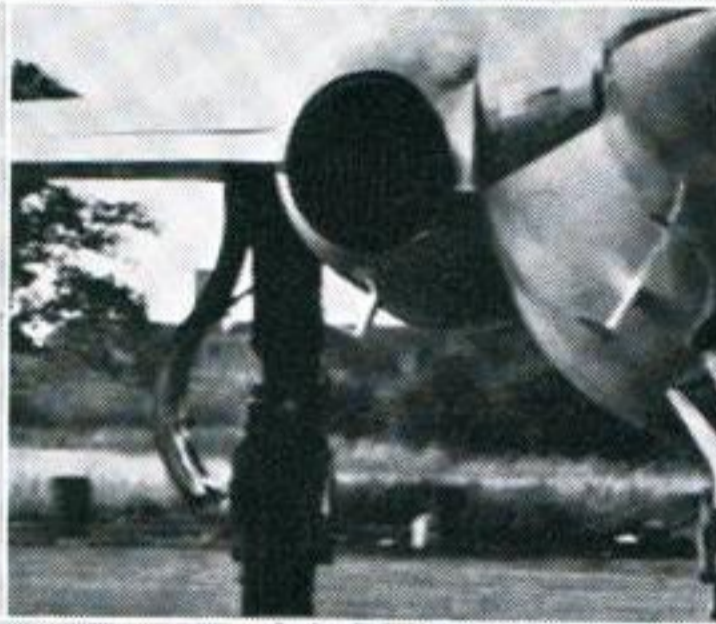
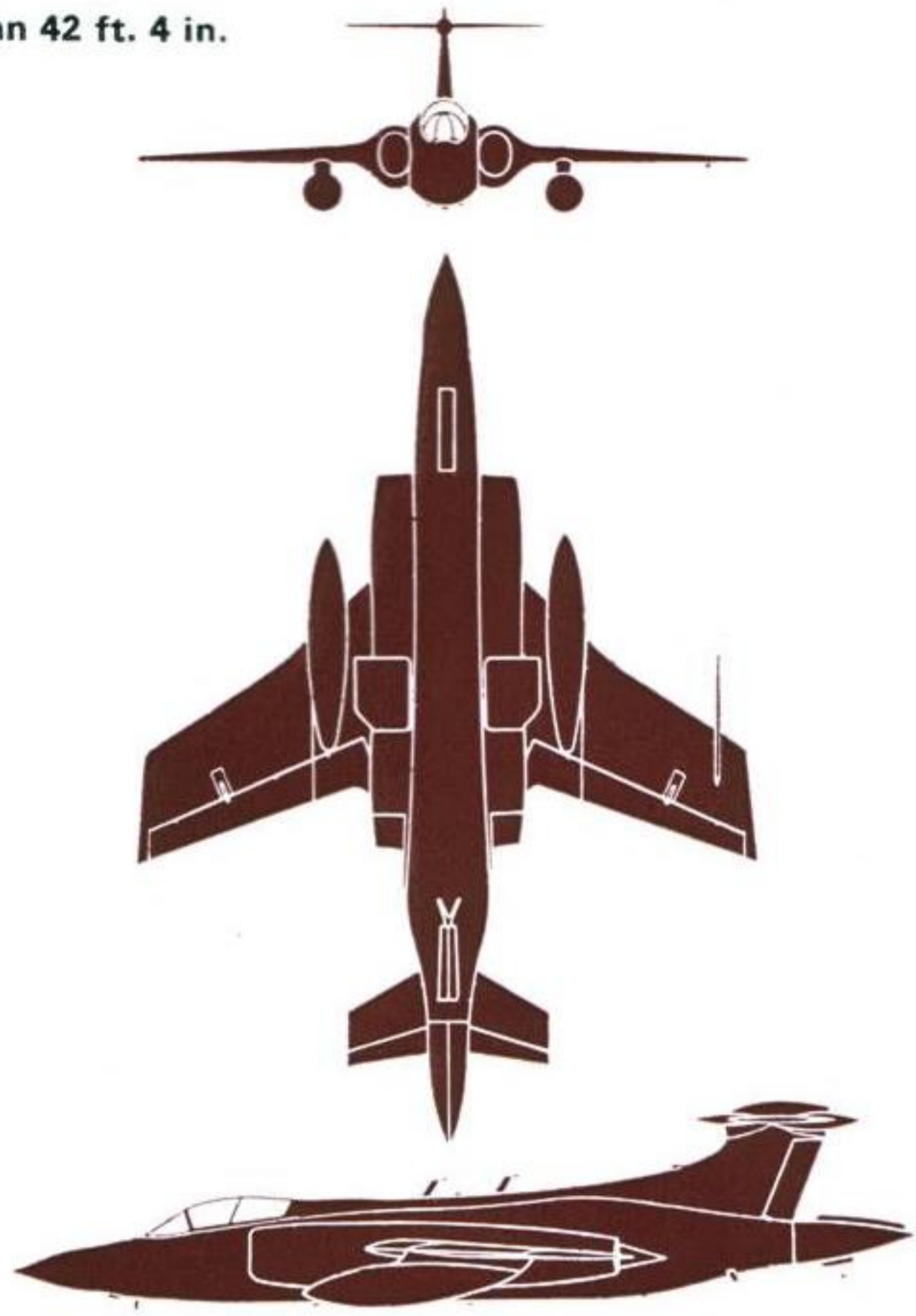
the S.2 have been ordered for the R.A.F., which is also due to receive, eventually, about 70 existing FAA S.2s.

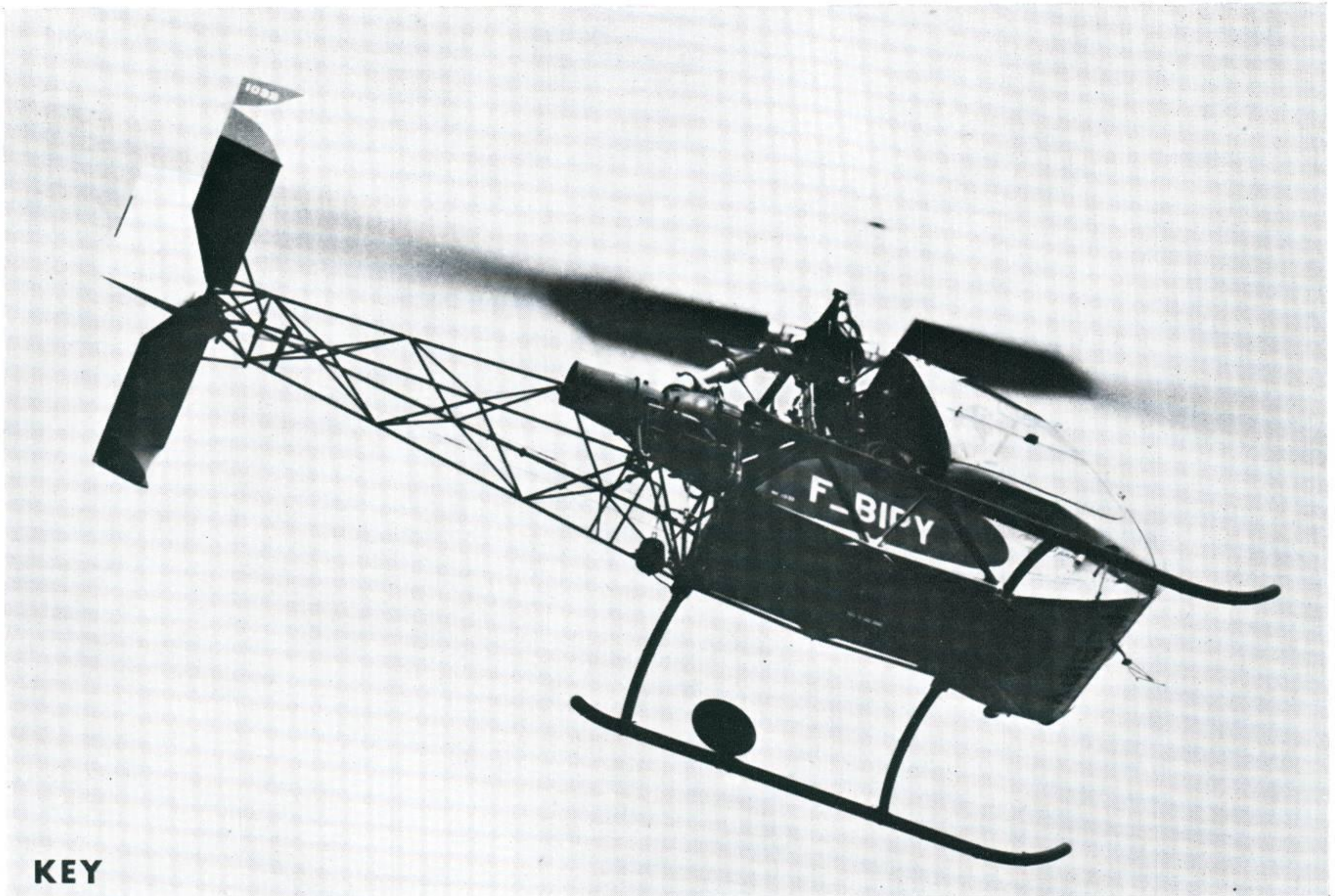
The Buccaneer S.2 has a crew of two and can attain near-sonic speed at sea level. The large fuselage bomb-bay can accommodate a variety of stores from nuclear bombs to a reconnaissance camera pack. Underwing armament can include bombs, packs of 2-inch or 3-inch rockets and the Anglo-French Martel television-guided missile.

Lesson instructions are on page 117 Solutions on back cover



Span 42 ft. 4 in.





DJINN

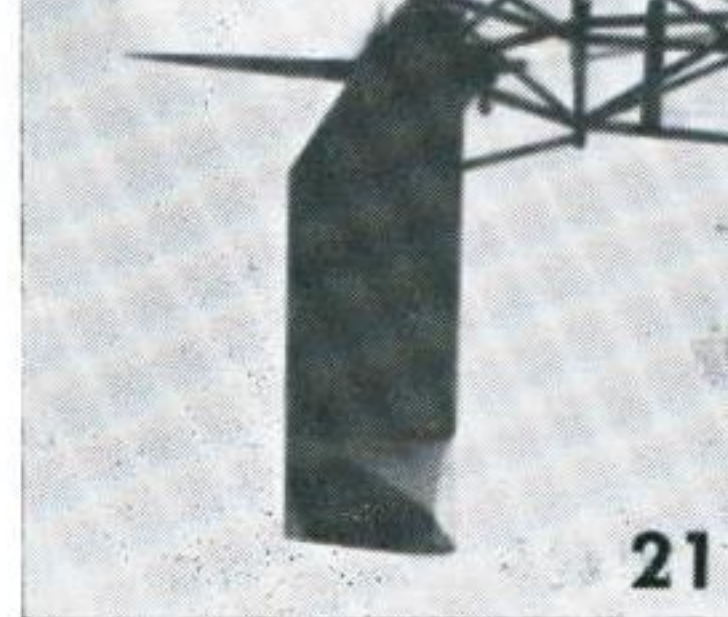
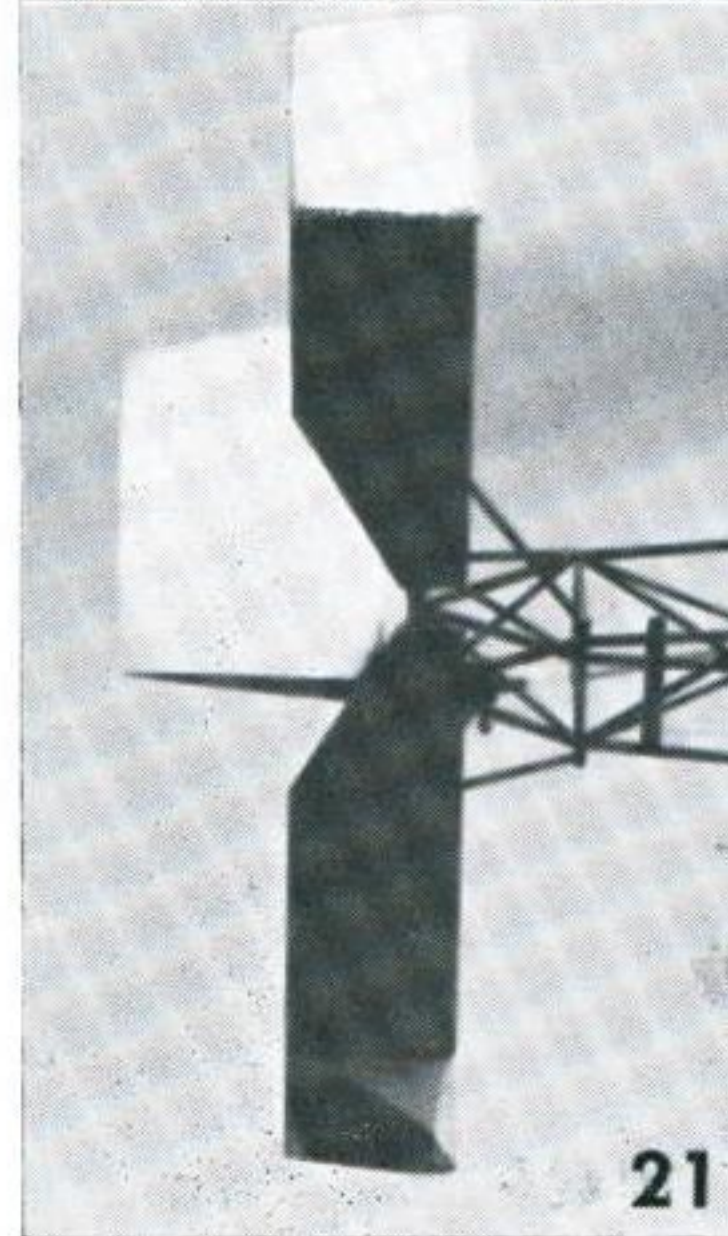
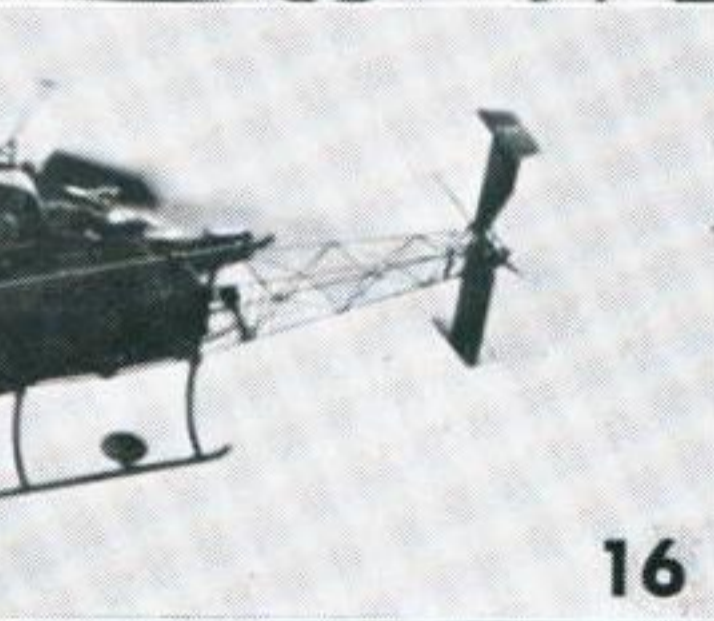
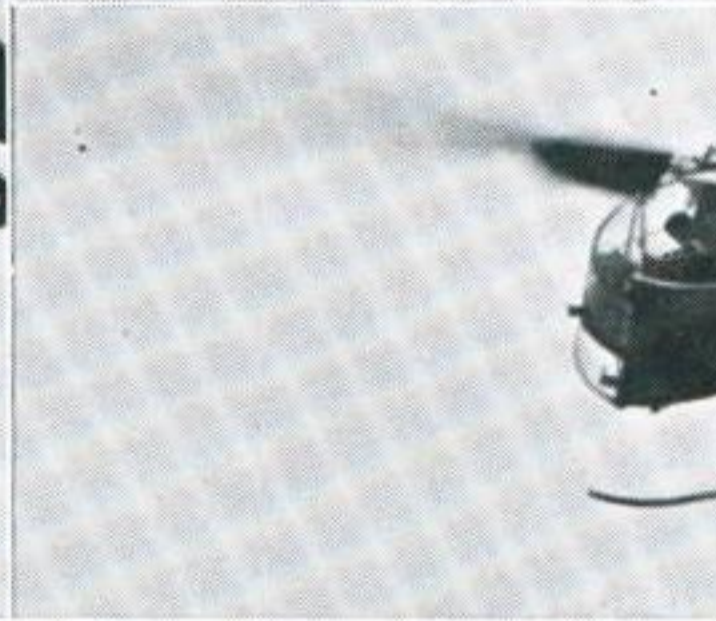
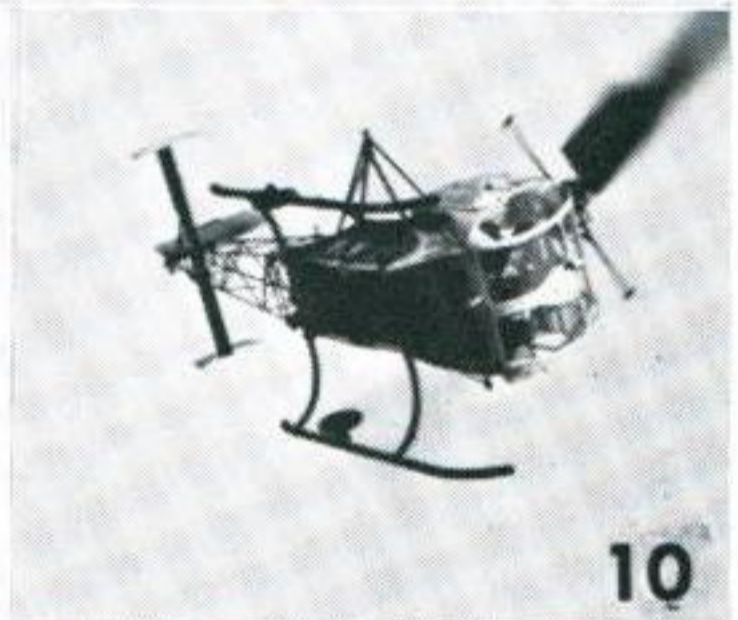
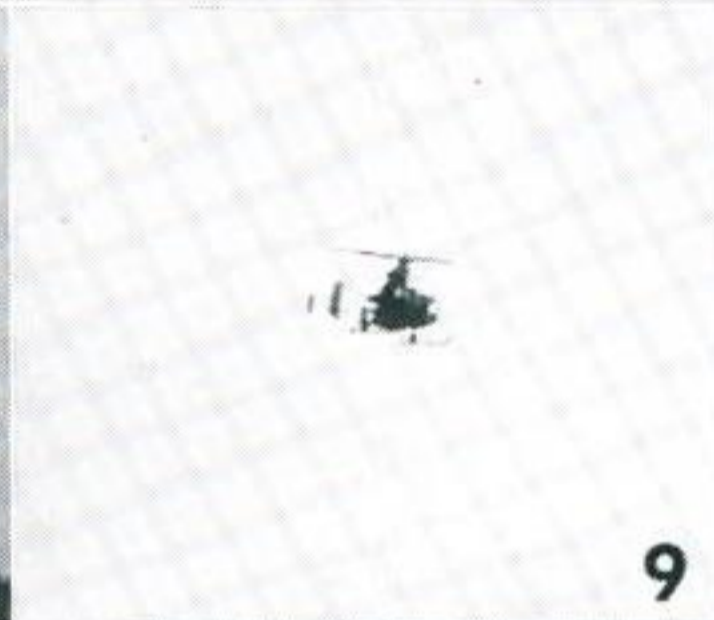
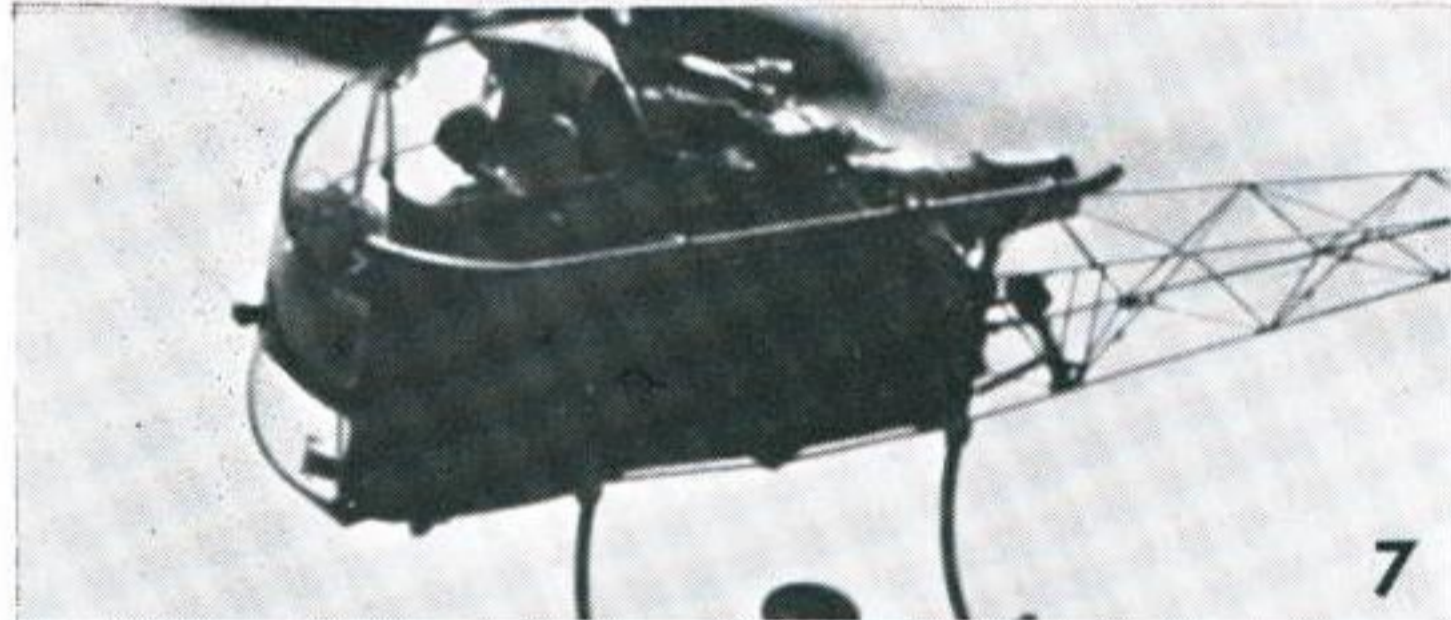
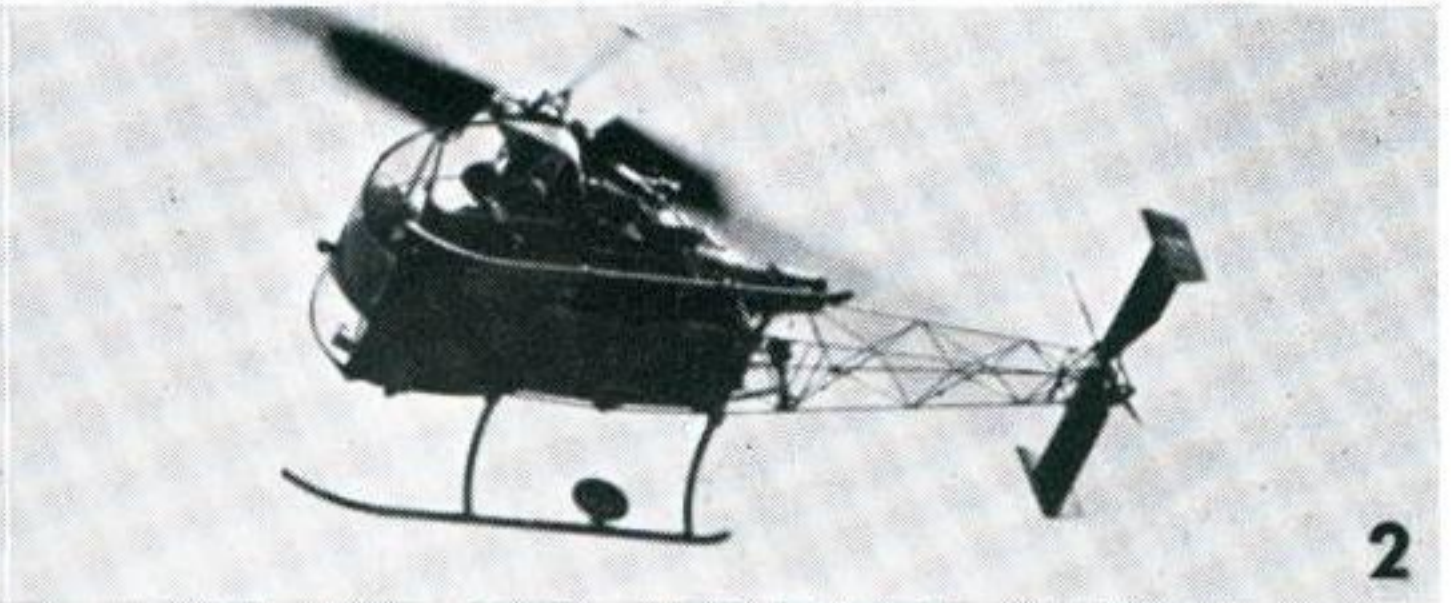
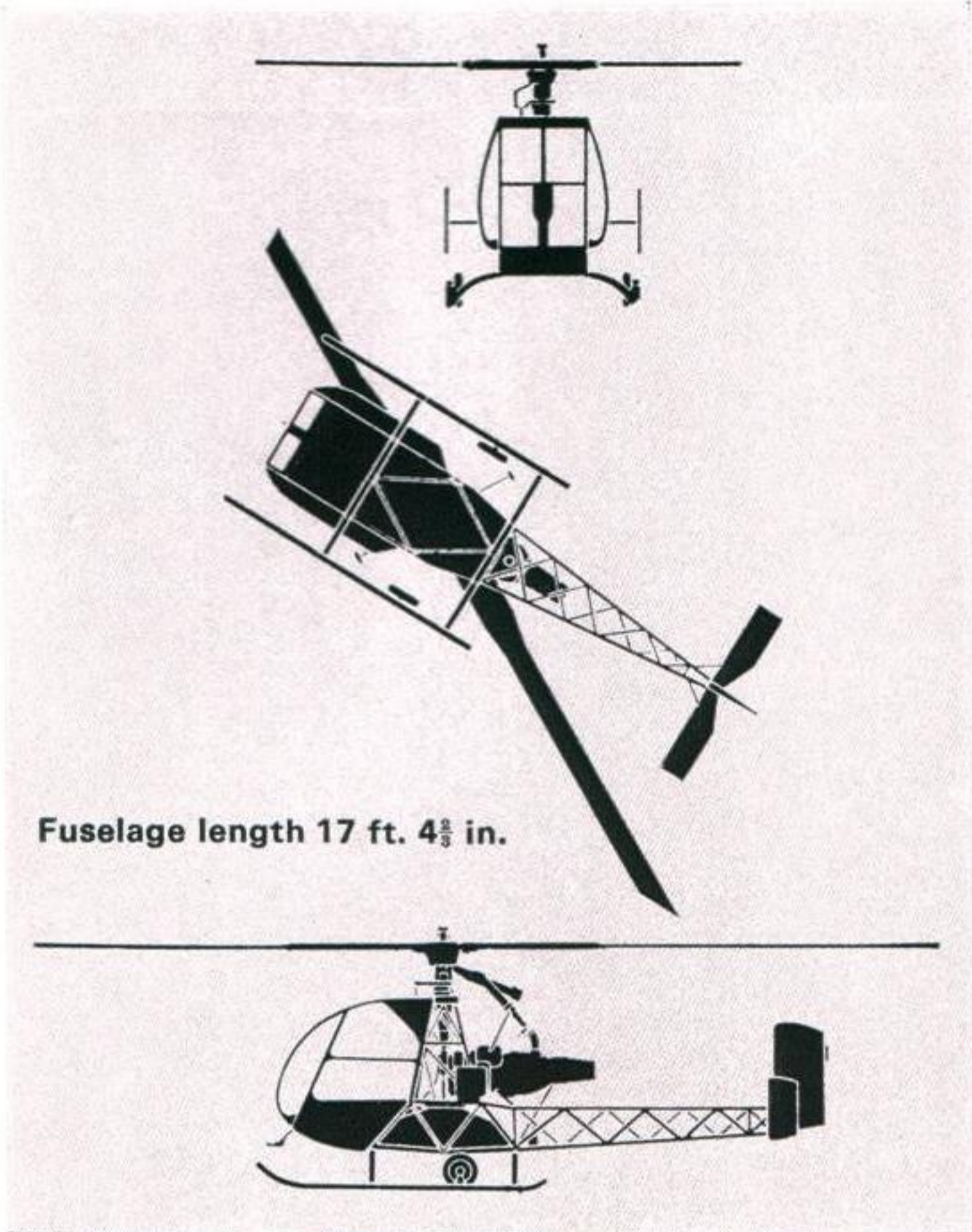
This little two-seat helicopter, built by Sud Aviation of France, first flew in January 1953 and up to 1961 a total of 170 was built, most of which went to France's Aviation Légère de l'Armée de Terre for observation, liaison, training and (with one pilot and two external litters) casualty evacuation. About half of these Djinnns were still in service in mid-1967. In addition, between 40 and 50 civil versions are active in ten countries, mostly in the agricultural role for which

purpose they are fitted with chemical tanks and spray bars.

The Djinn might seem easy to recognise because of its tail unit. But one still needs training to identify. No tail rotor is fitted, the aircraft having two outriggered fins (prototypes apparently sometimes lacked these) and a large central rudder situated in the line of the thrust exhaust. This provides directional control.

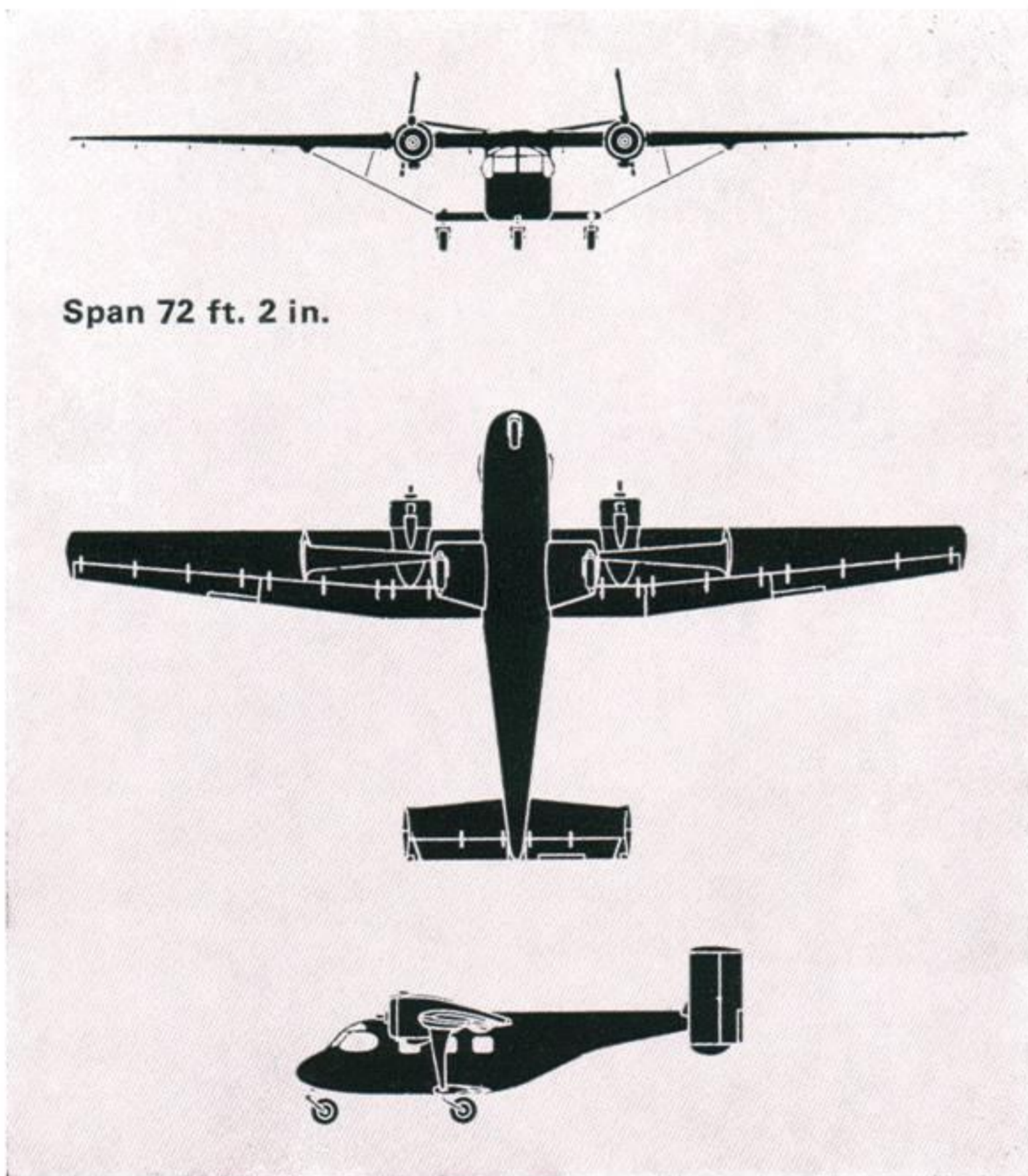
Lesson instructions are on page 117 Solutions on back cover







KEY



Span 72 ft. 2 in.

CLOD

Lesson instructions are on page 117

The An-14 Pchelka (Little Bee), known also in the West by its NATO code-name "Clod", is a twin piston-engined light general purpose aircraft and it first flew in March 1958. The two prototypes originally had straight tailplanes with V-shaped leading edges on the twin tail fins, but production aircraft have a dihedral tailplane and rectangular fins. Civil and military versions are in production for Aeroflot and the Soviet Armed Forces. Some years ago a scaled-down version was built in China as the Capital No. 1.

An agricultural version of Clod has been produced; this is fitted with spray bars beneath the wings but as far as is known the installation has only been made on one of the prototypes. An enlarged turboprop version of Clod was due to fly in October 1967, but at the time of writing no news of its existence is available.

Solutions on the back cover



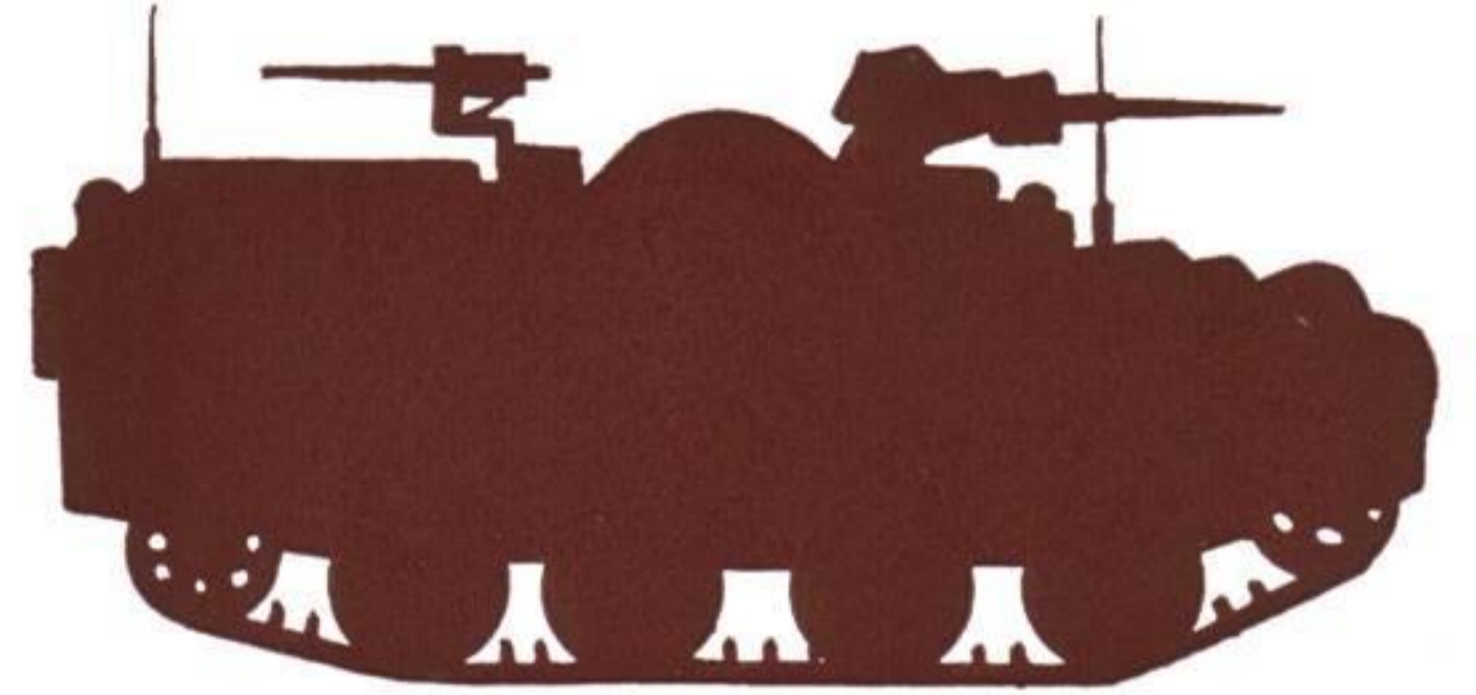
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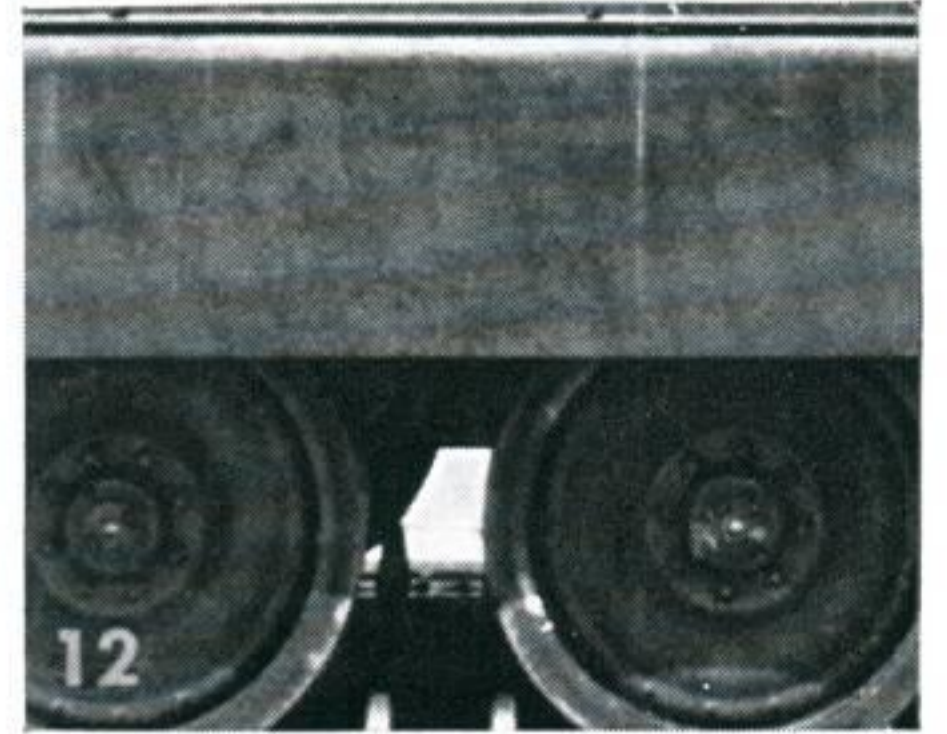
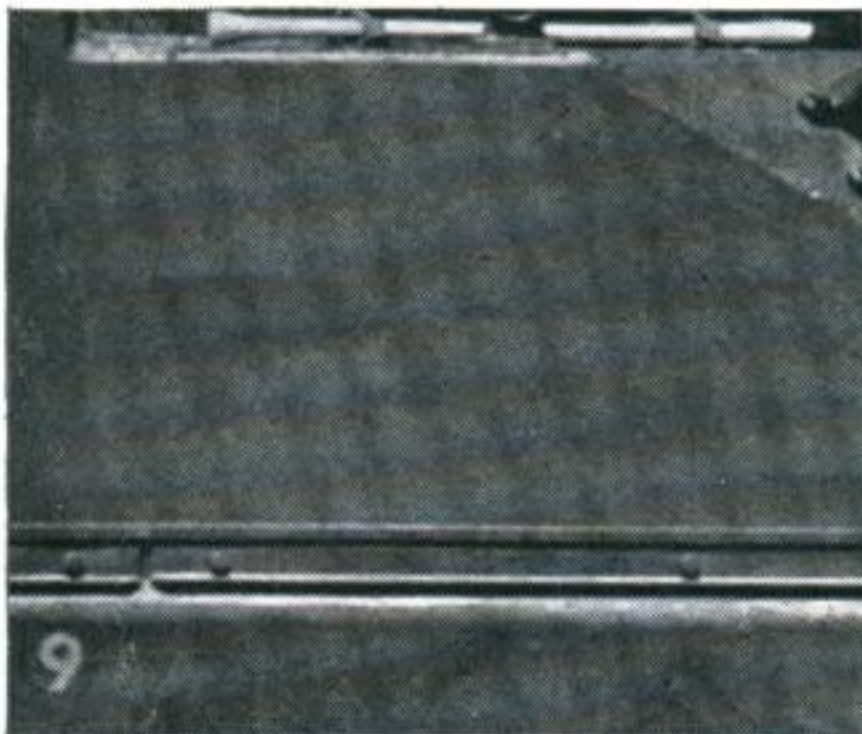
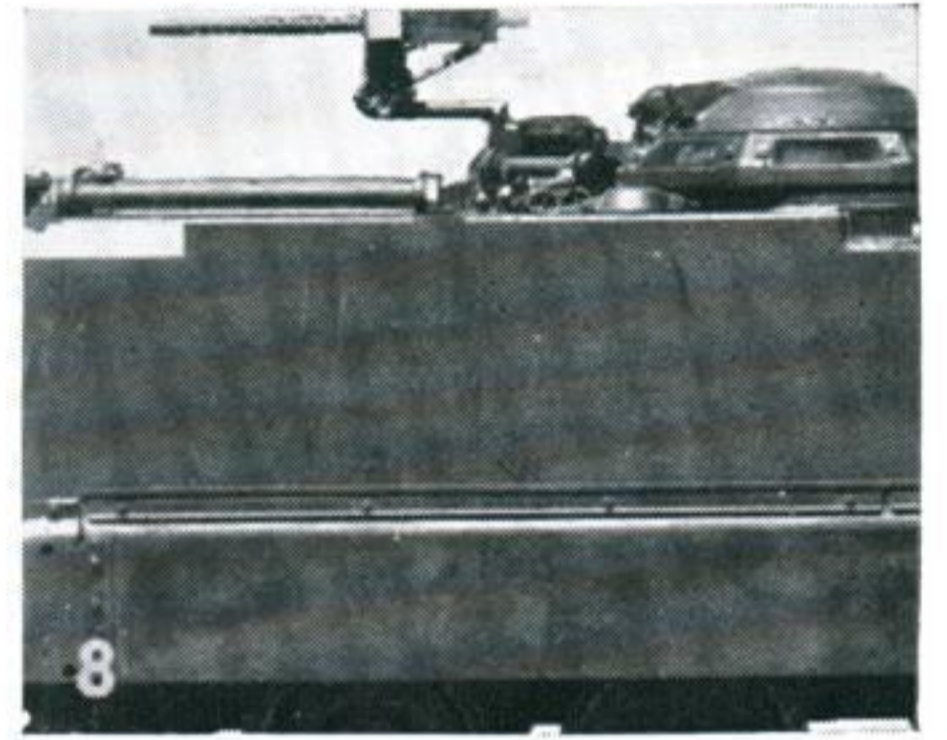
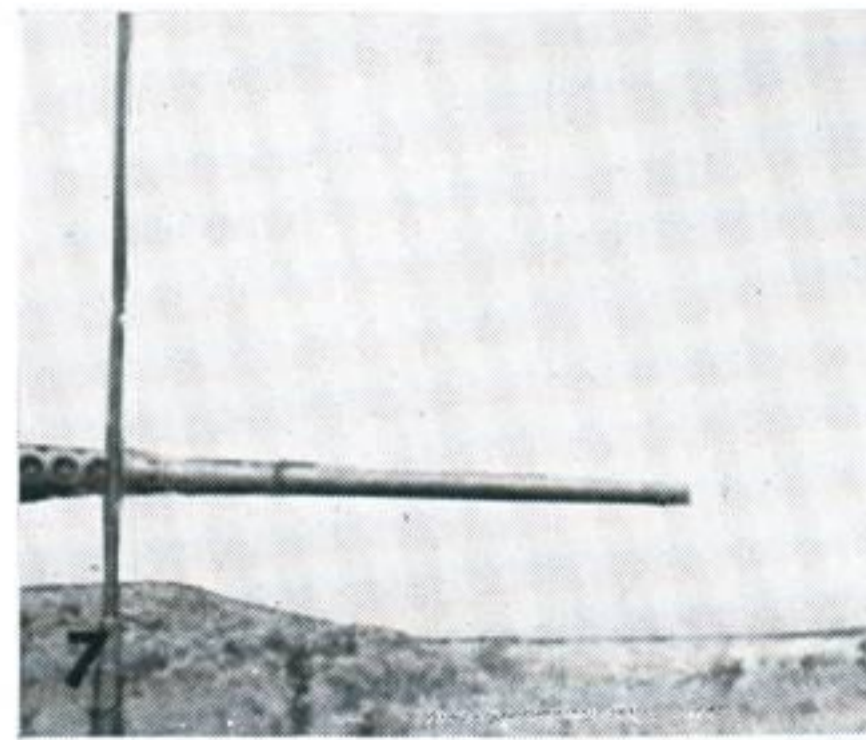
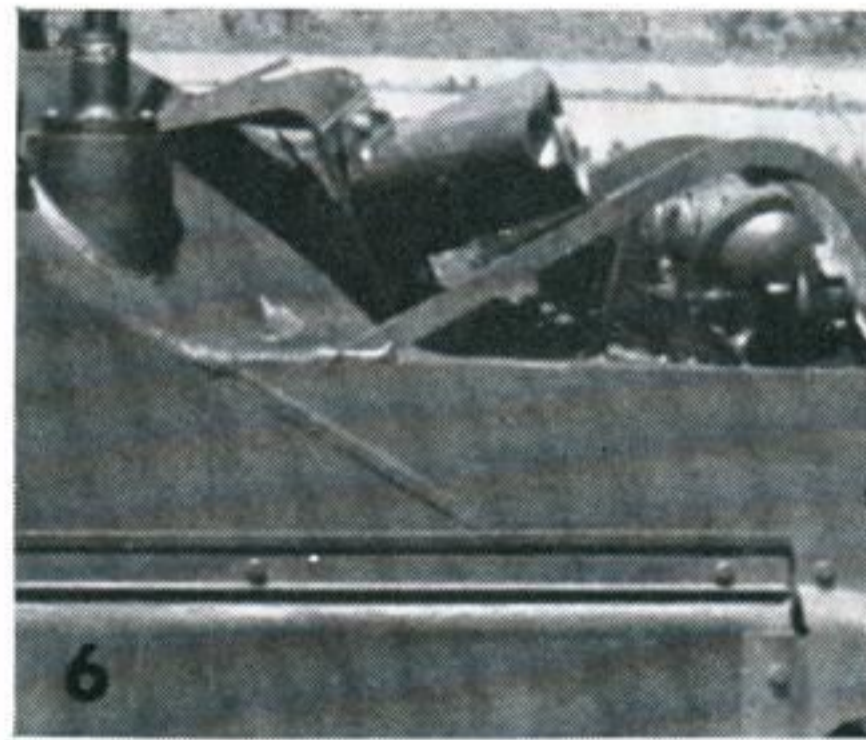
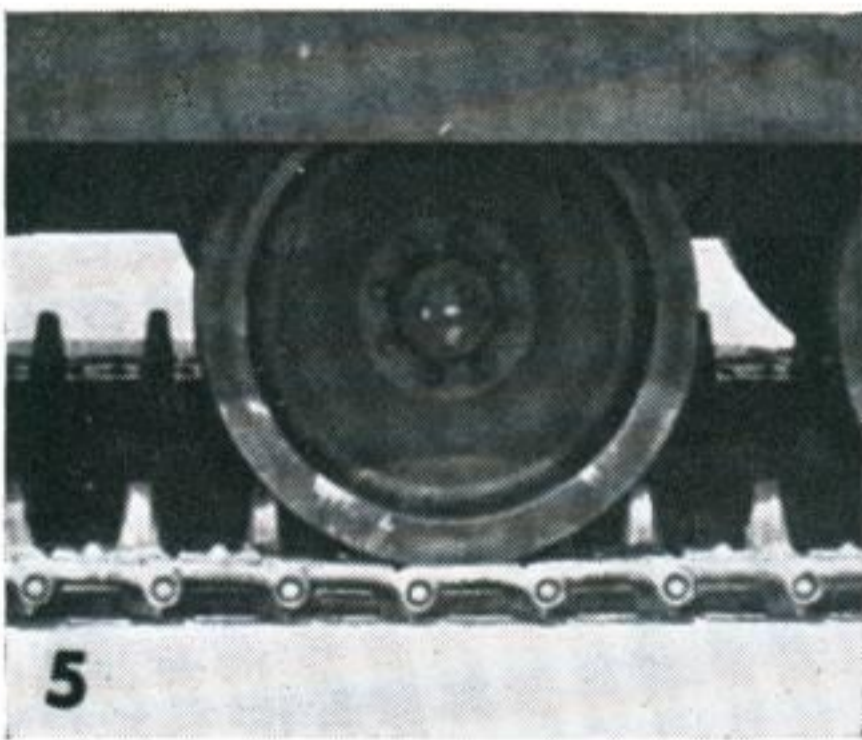
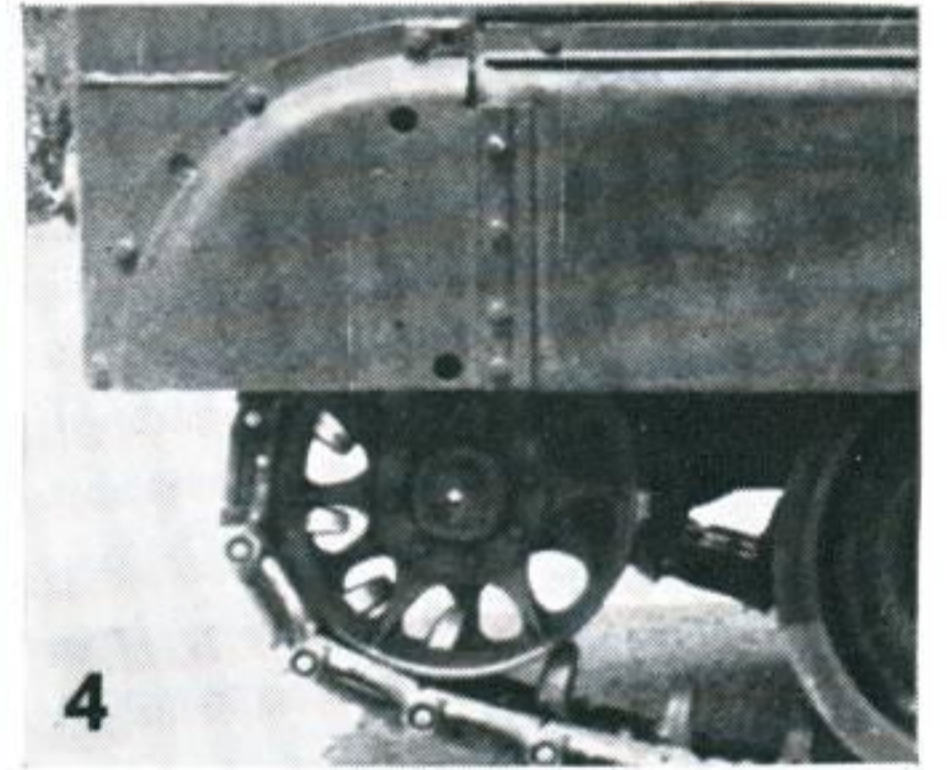
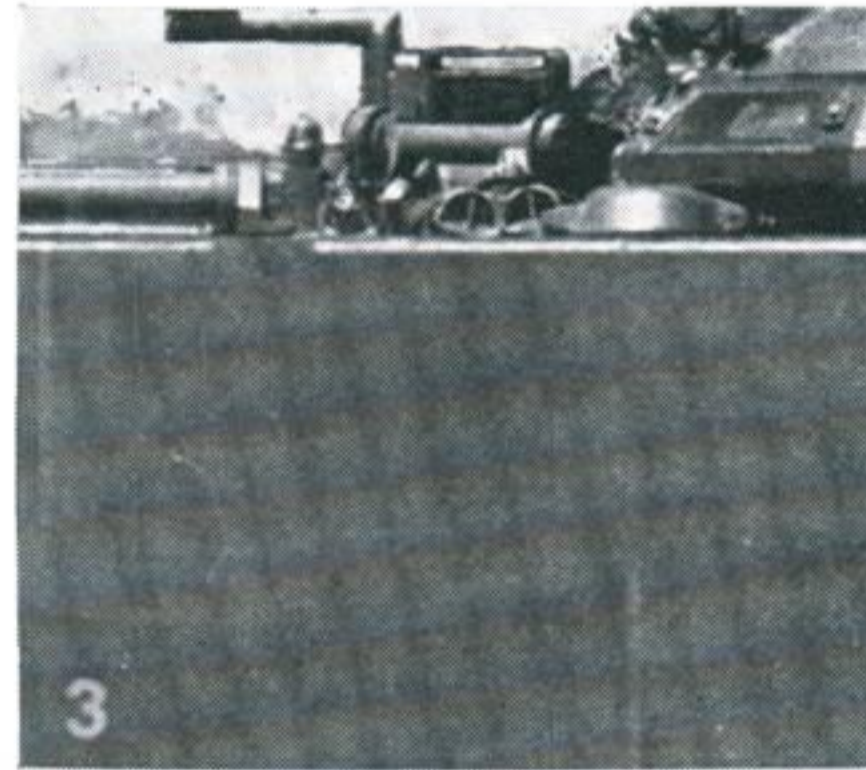
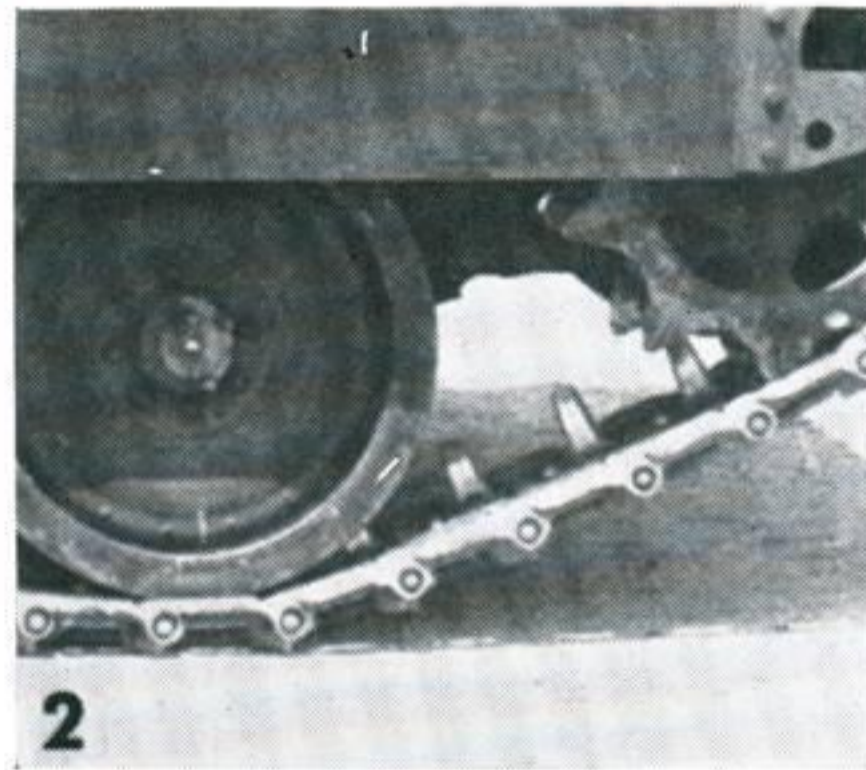
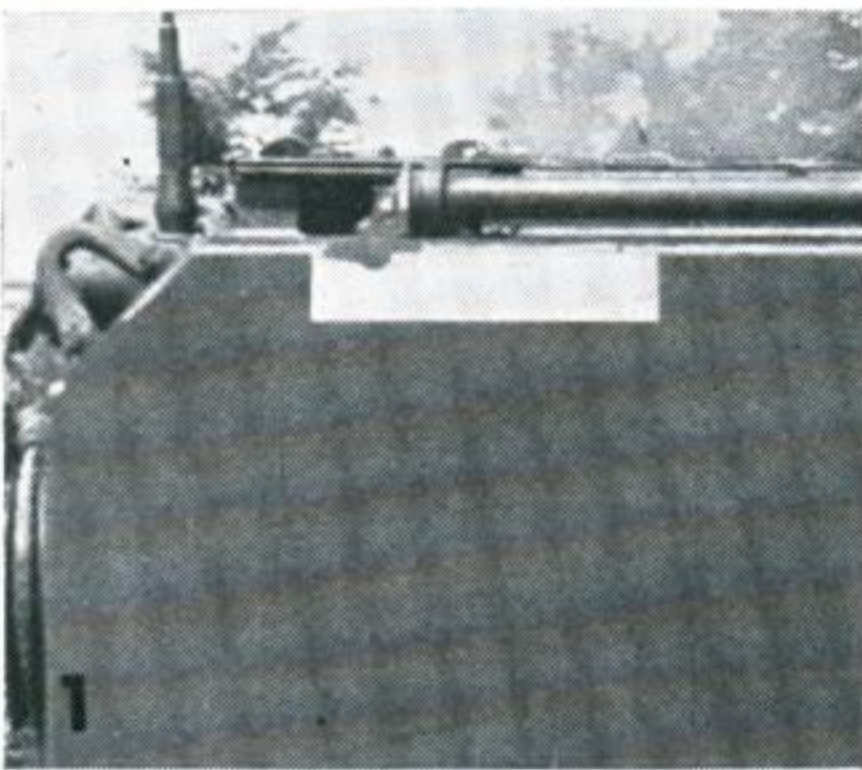
KEY



LYNX Command and Reconnaissance Carrier

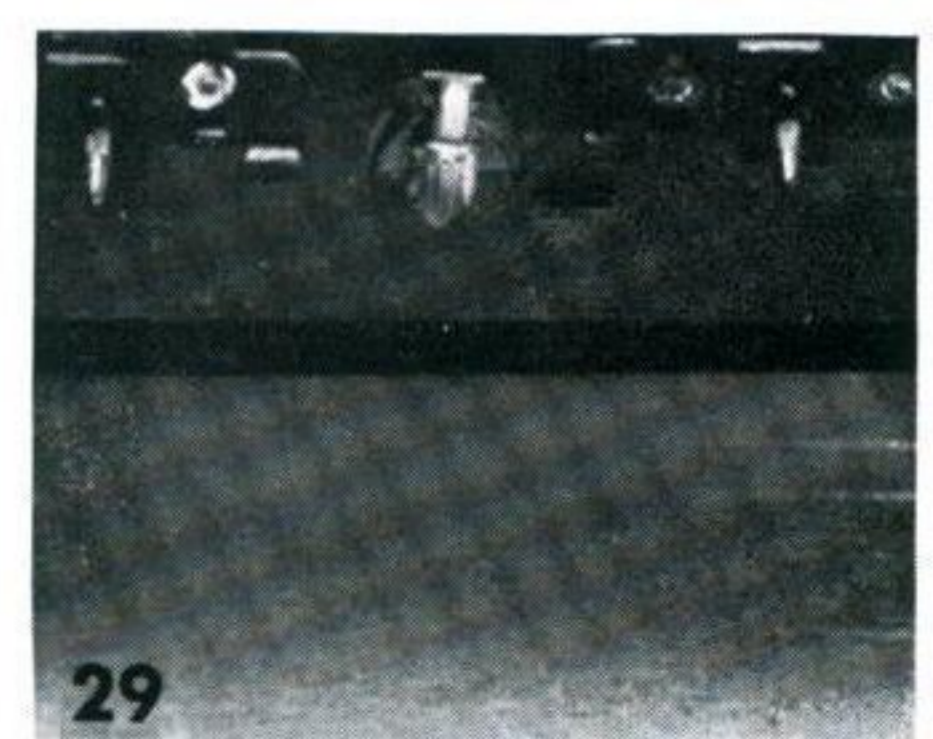
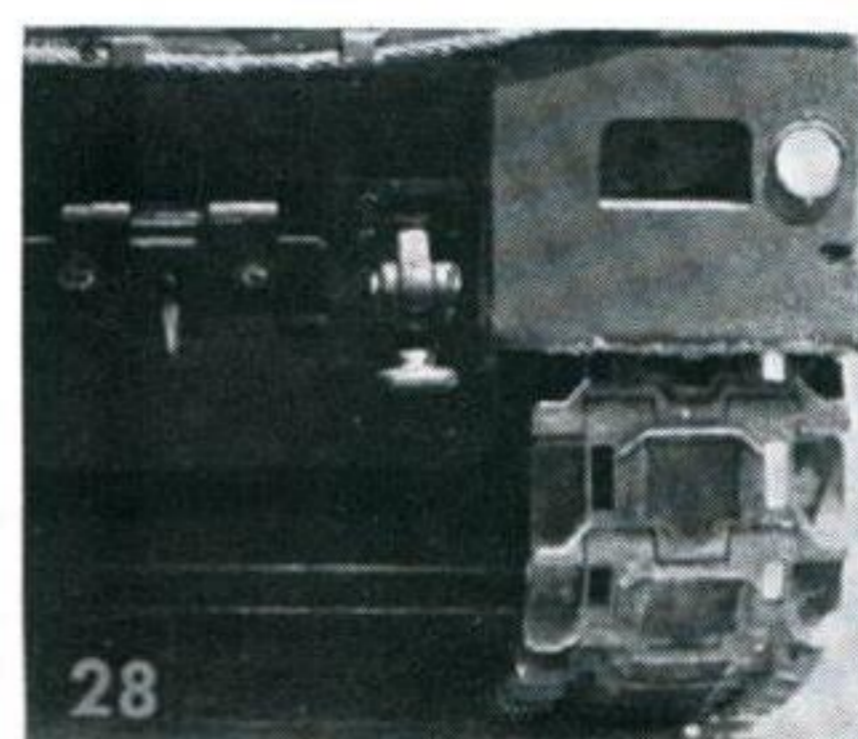
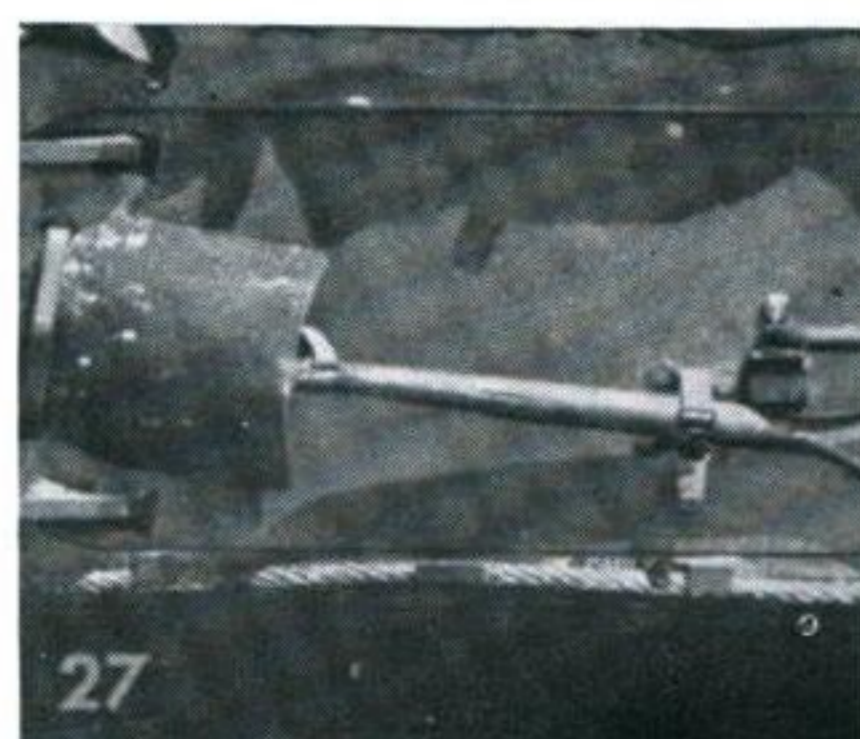
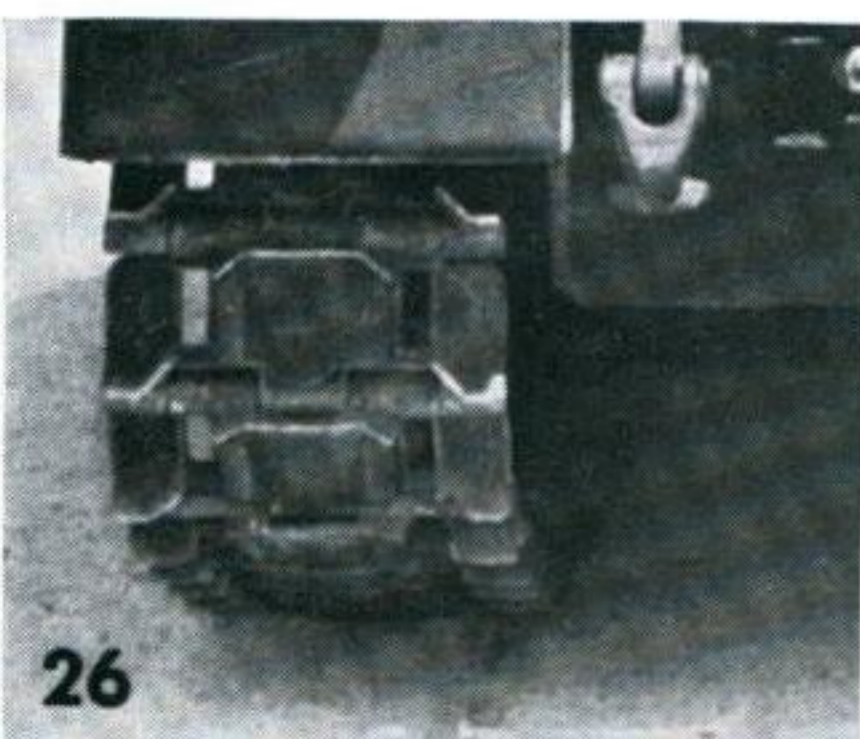
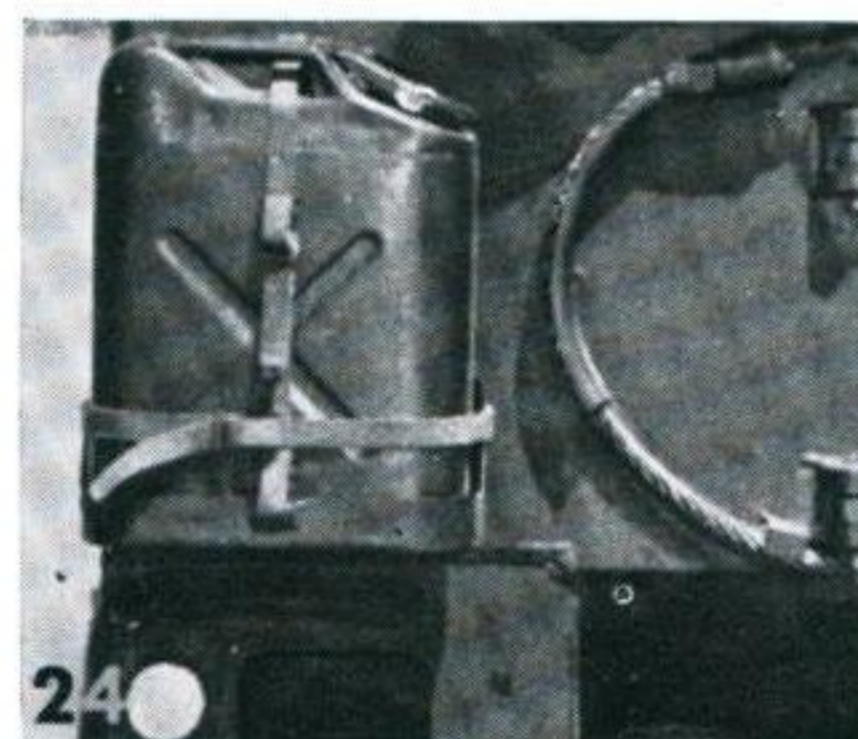
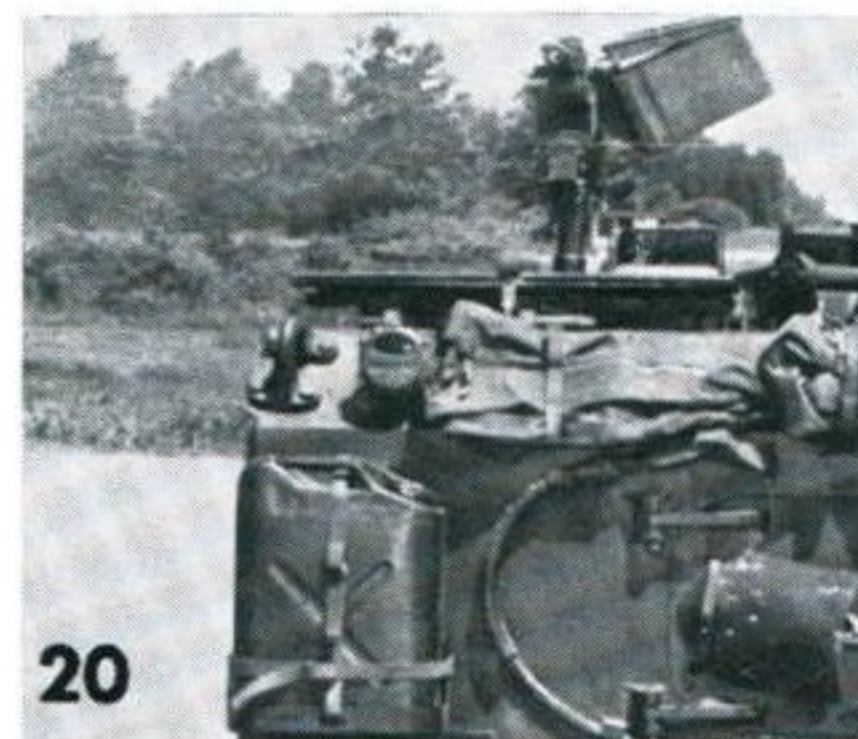
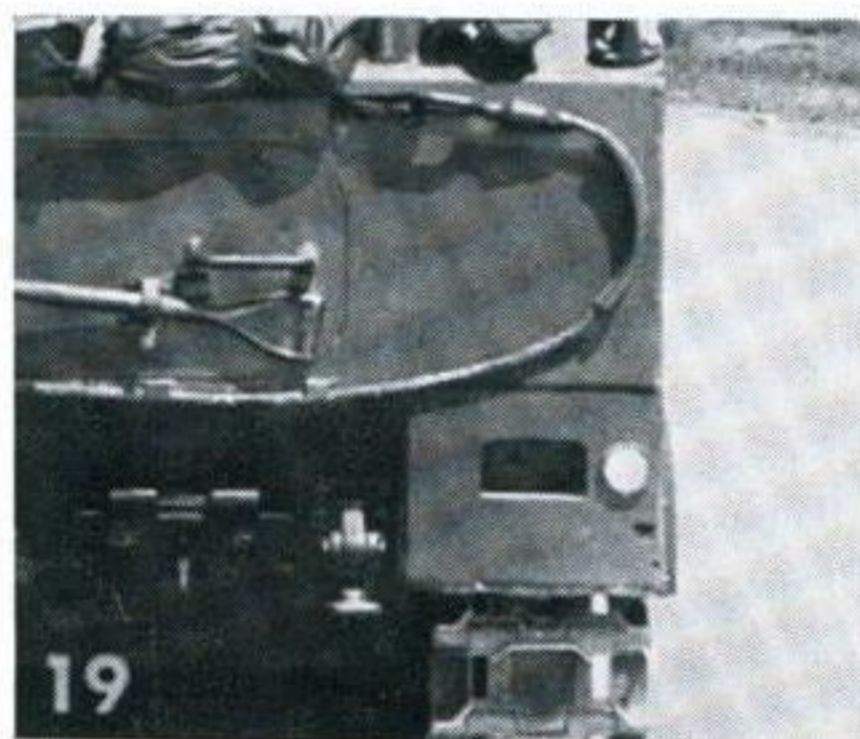
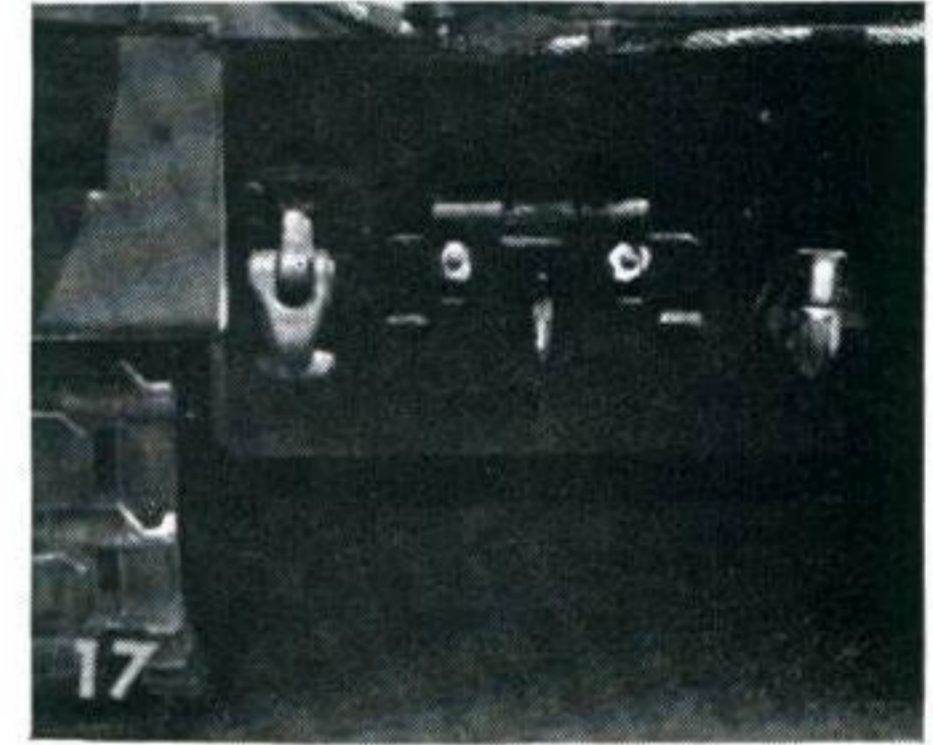
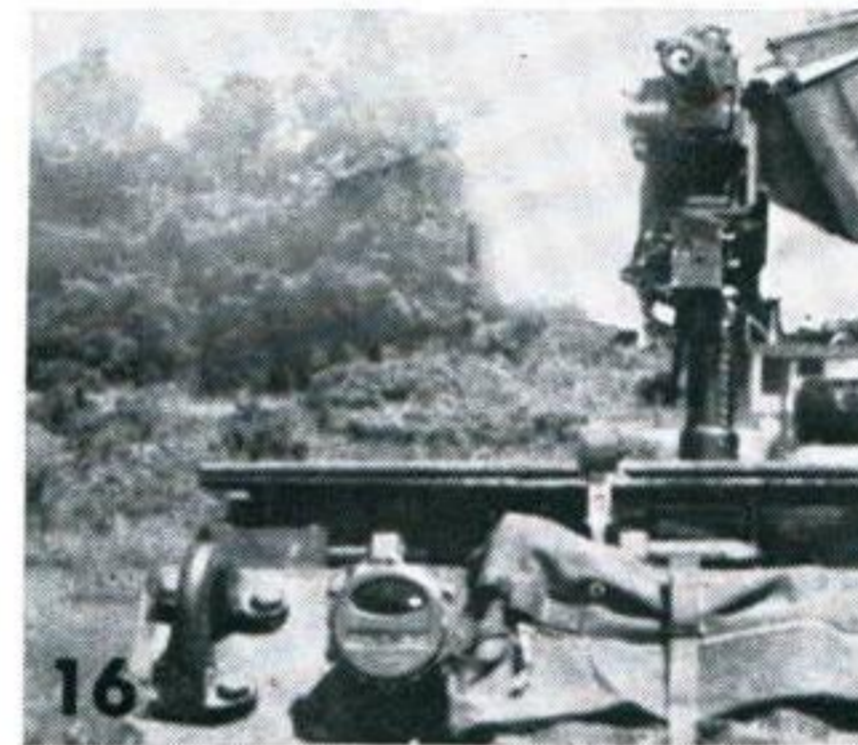
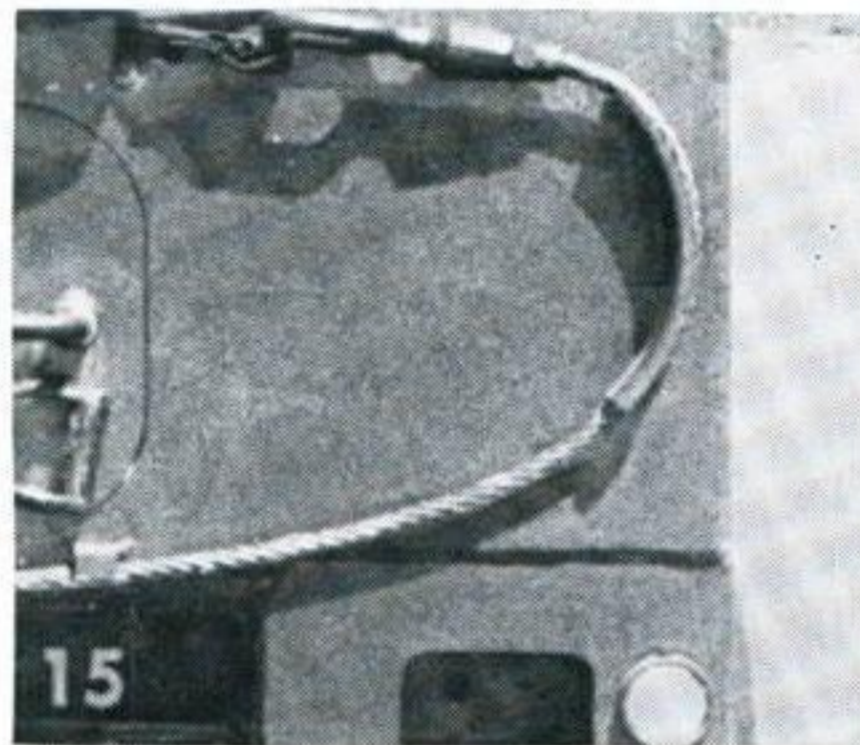
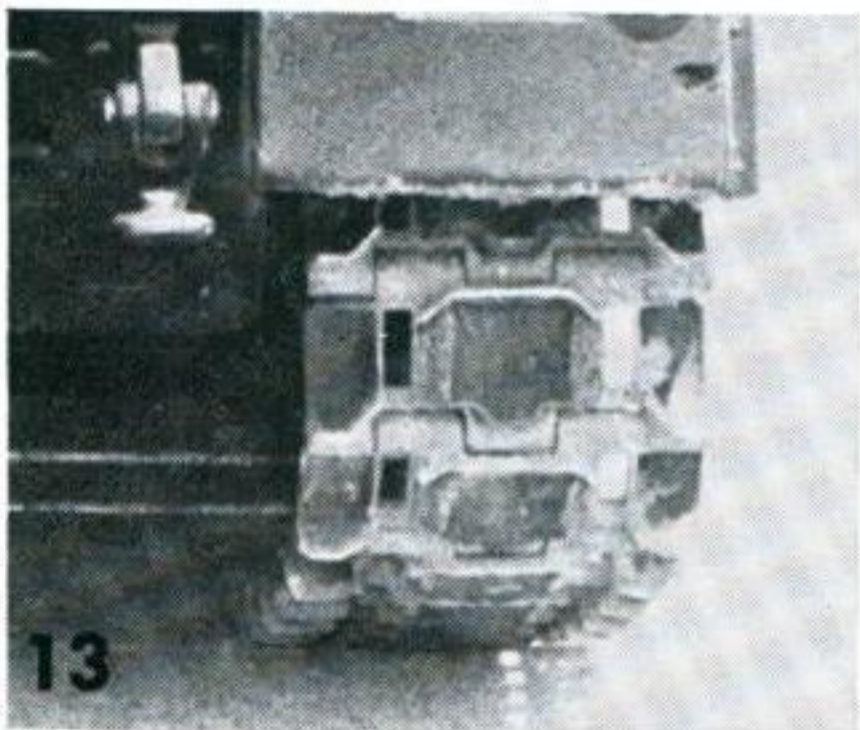
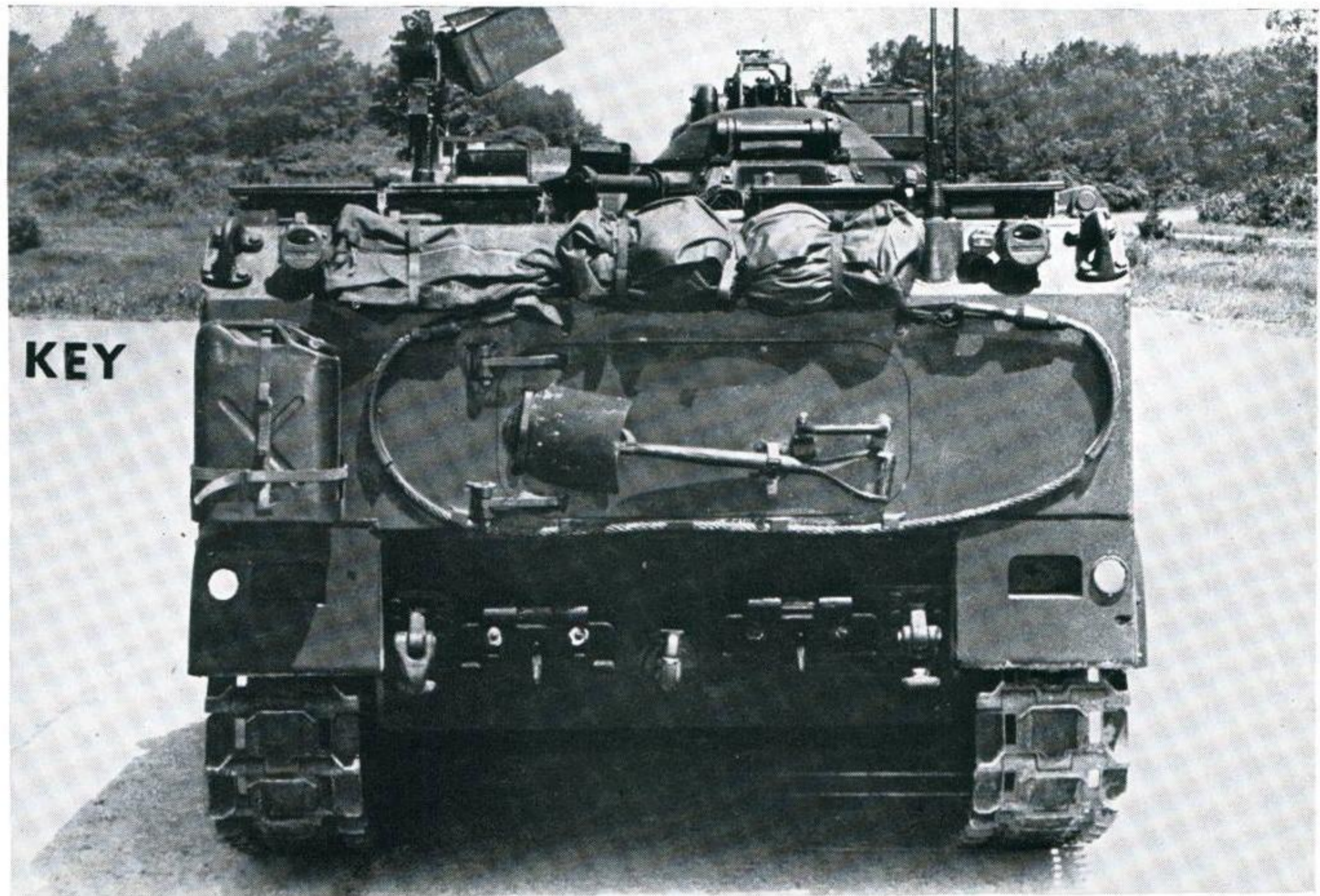


Lesson instructions are on page 117 Solutions on back cover

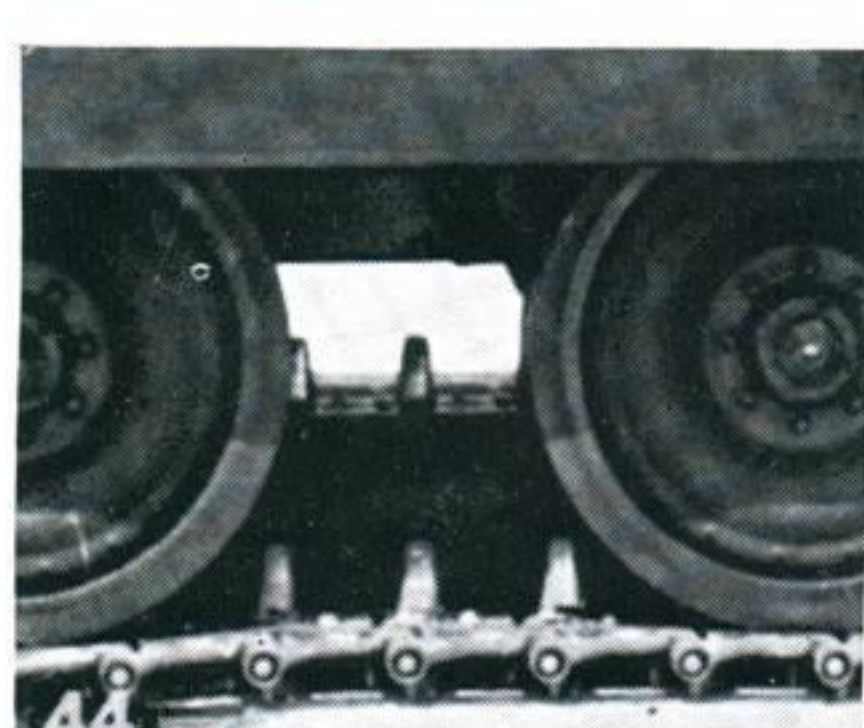
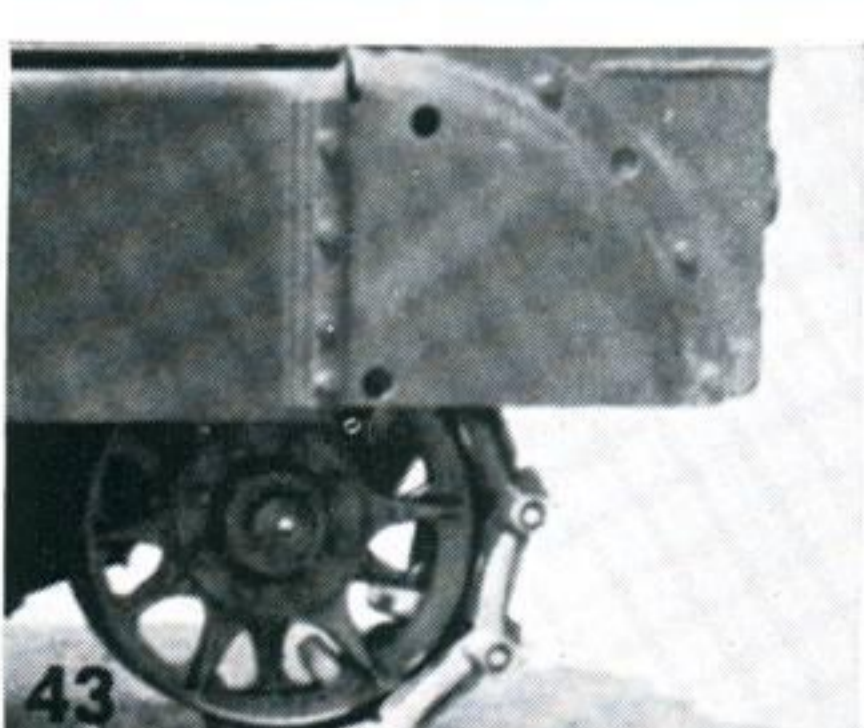
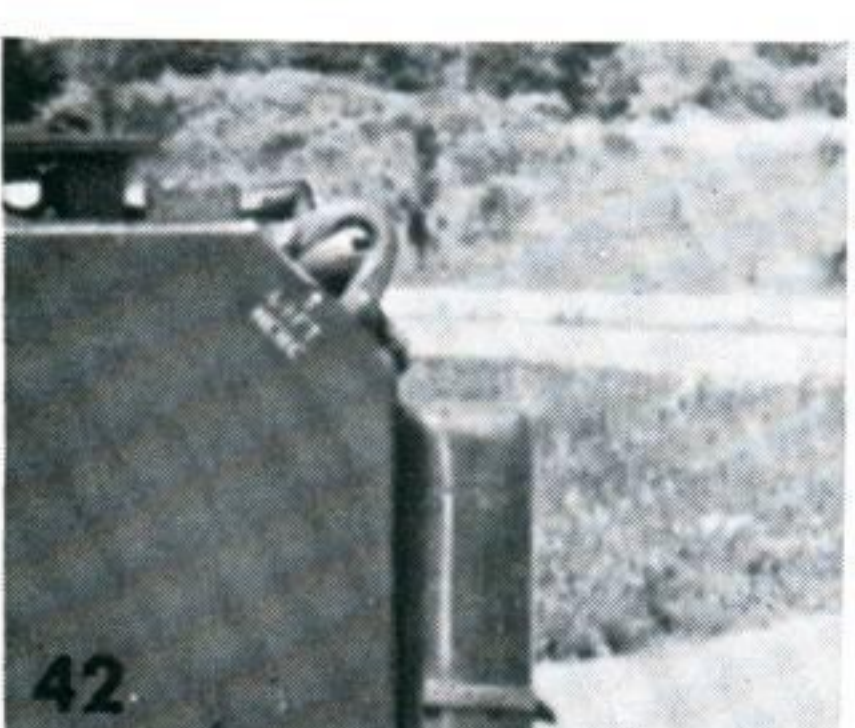
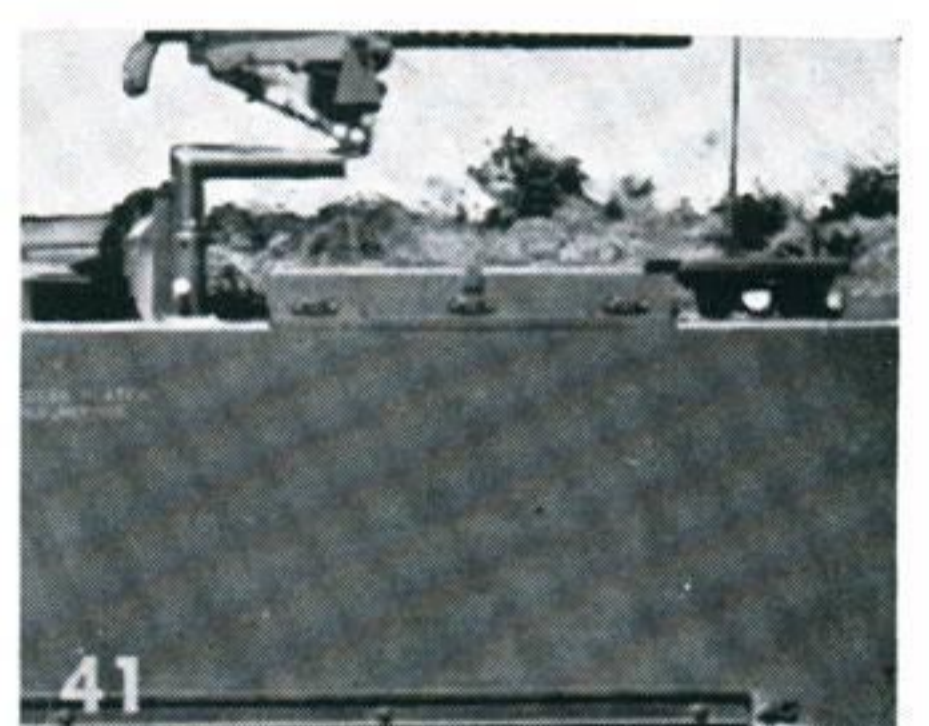
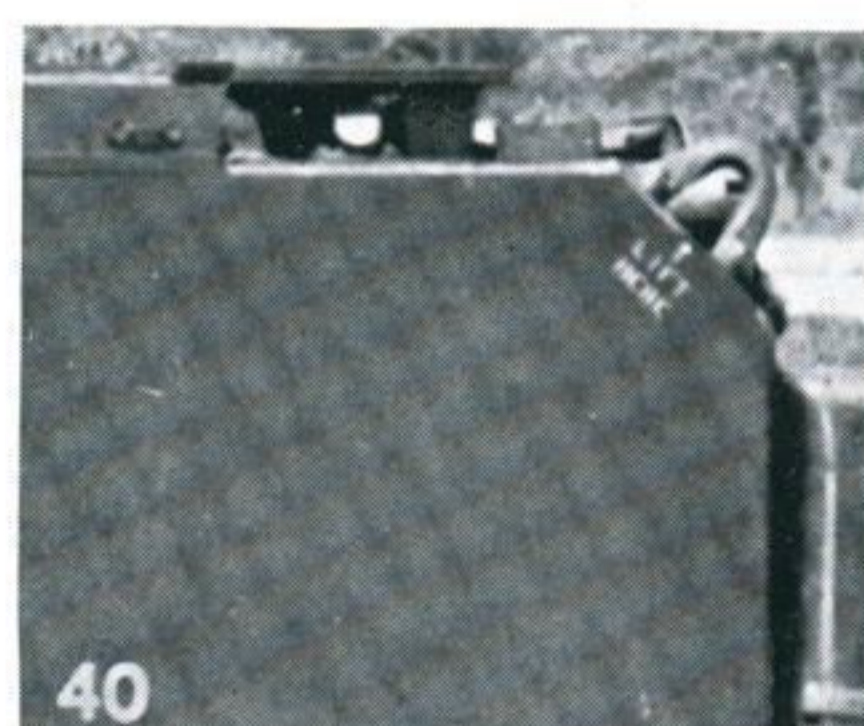
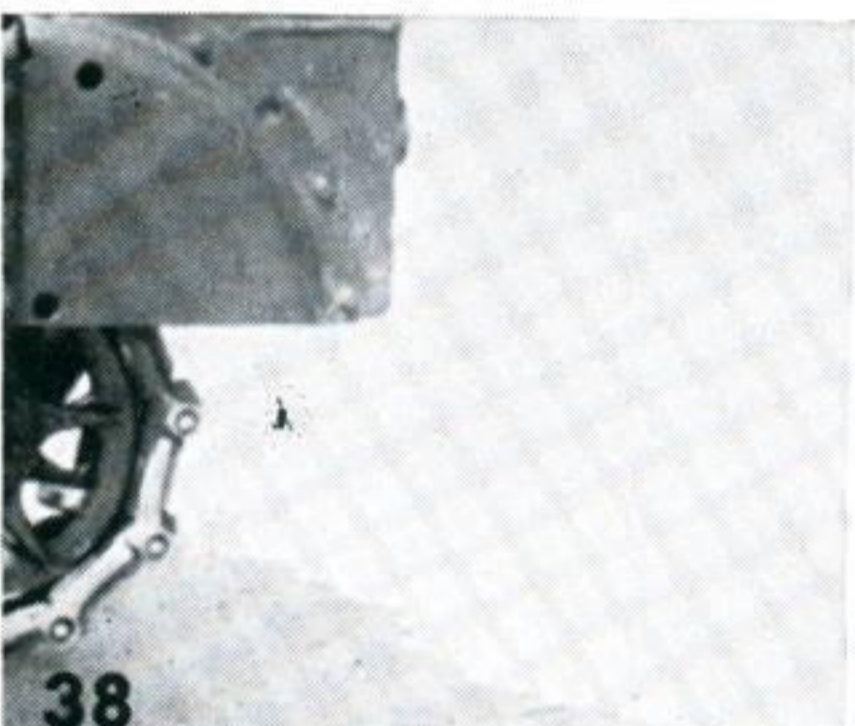
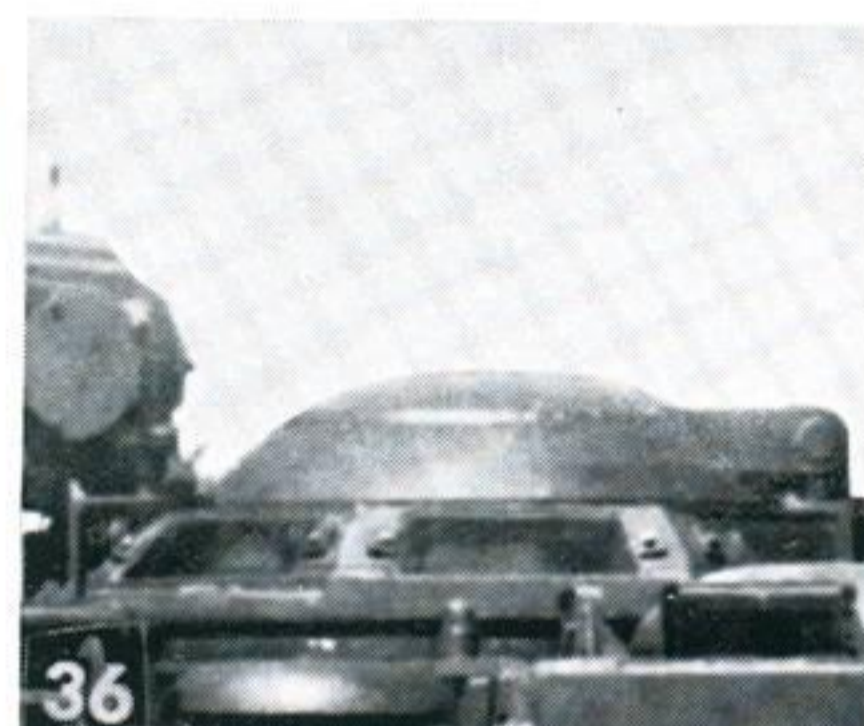
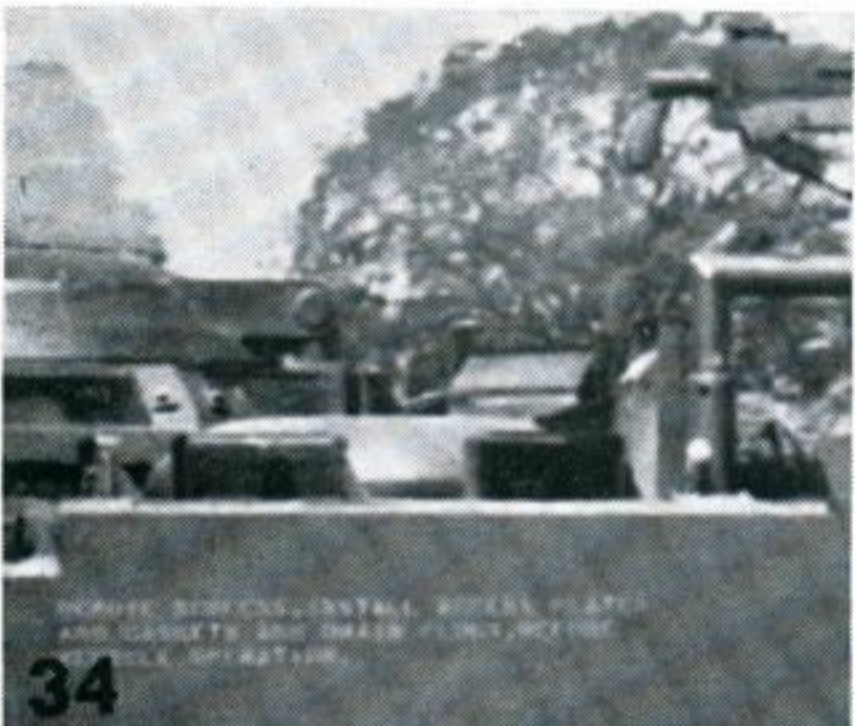
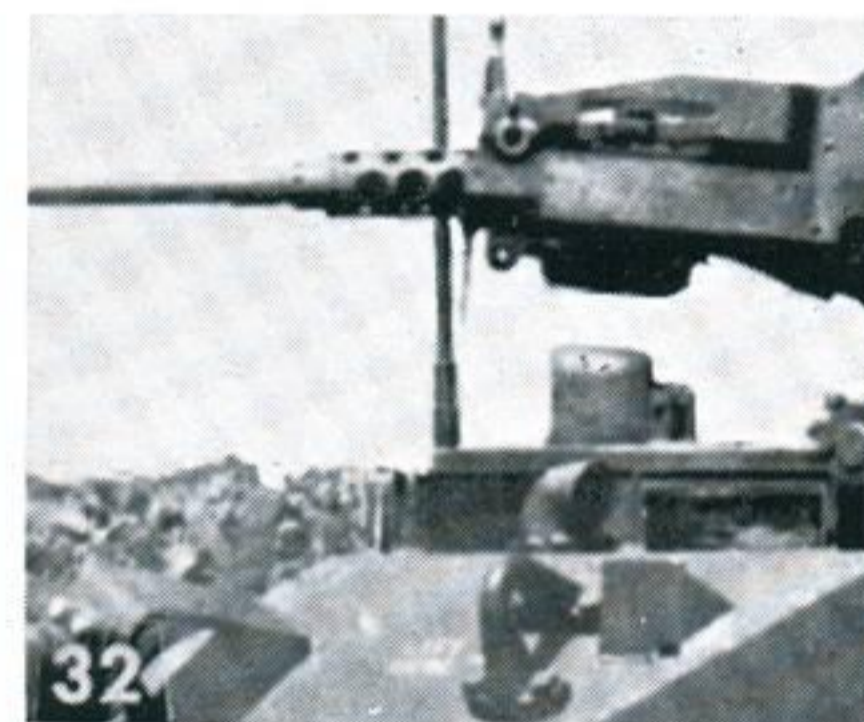
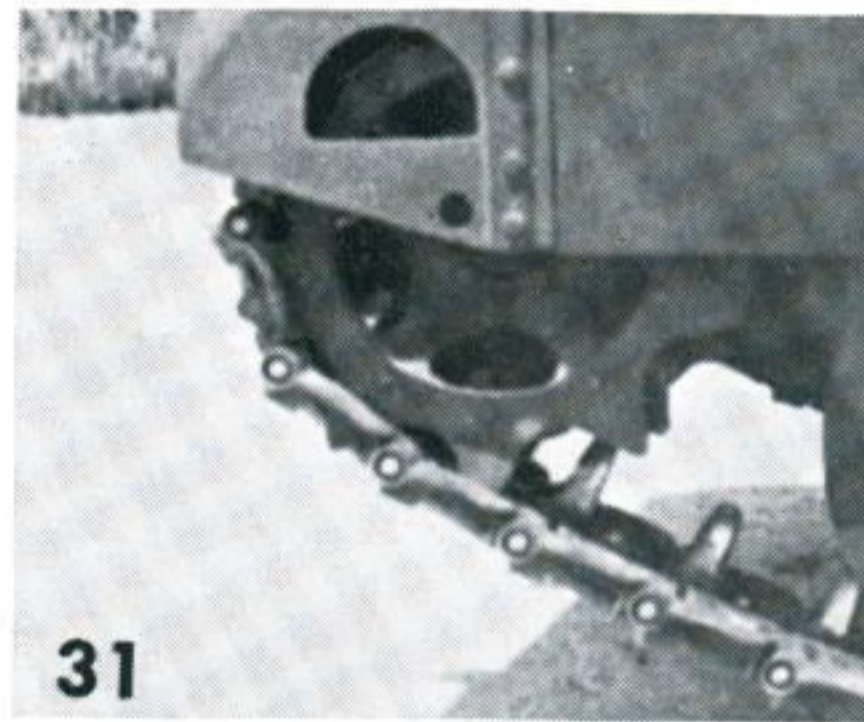
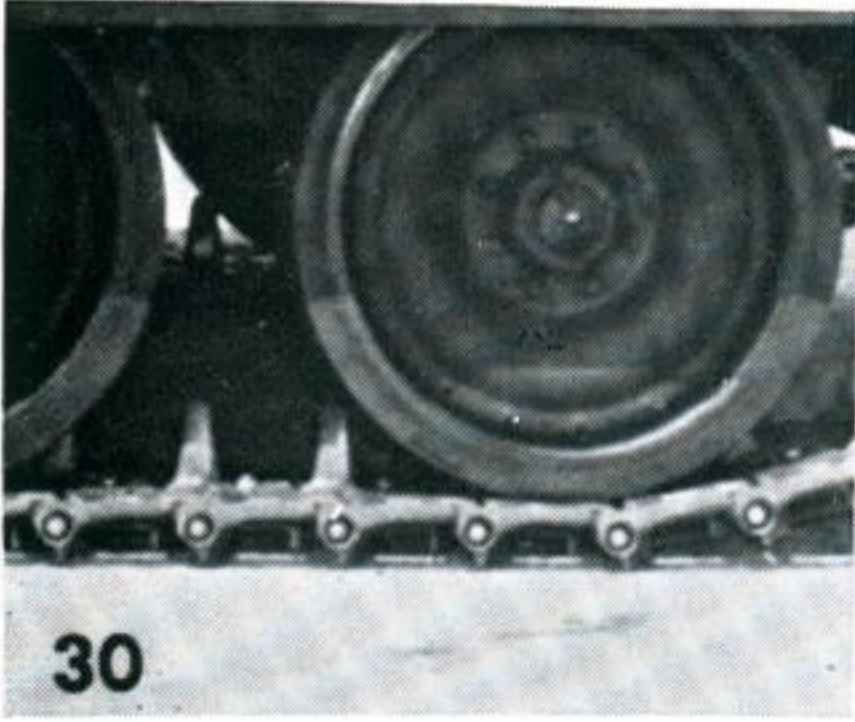
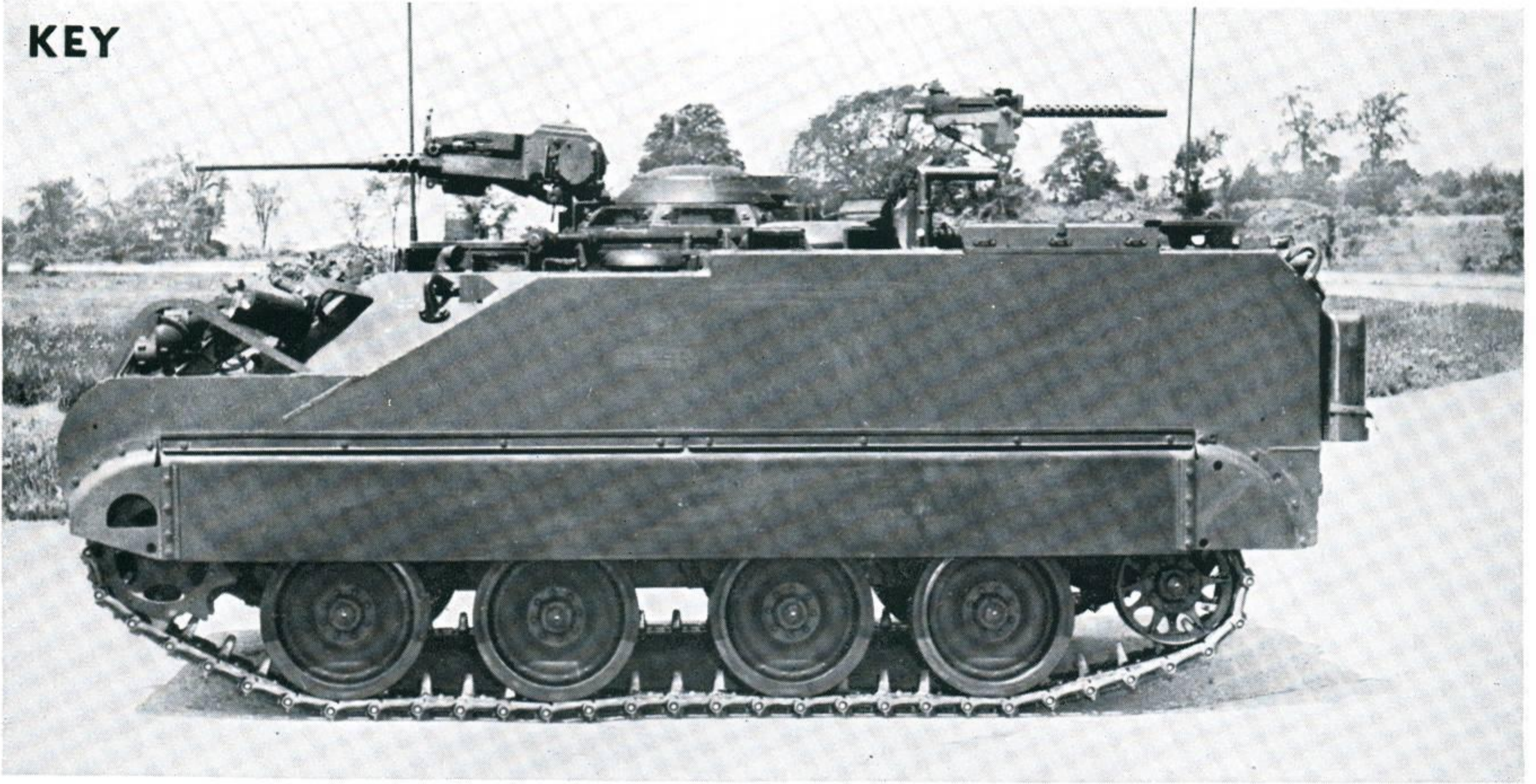


The Lynx is a Command and Reconnaissance Carrier built for the Canadian Army by the Ordnance Division of FMC Corporation, of San Jose, California, the manufacturers of the M113 armoured personnel carrier. The M113 is the Free World's most widely used armoured vehicle and it was from its basis that FMC developed, as a private venture, a new light carrier which became the Lynx.

continued overleaf



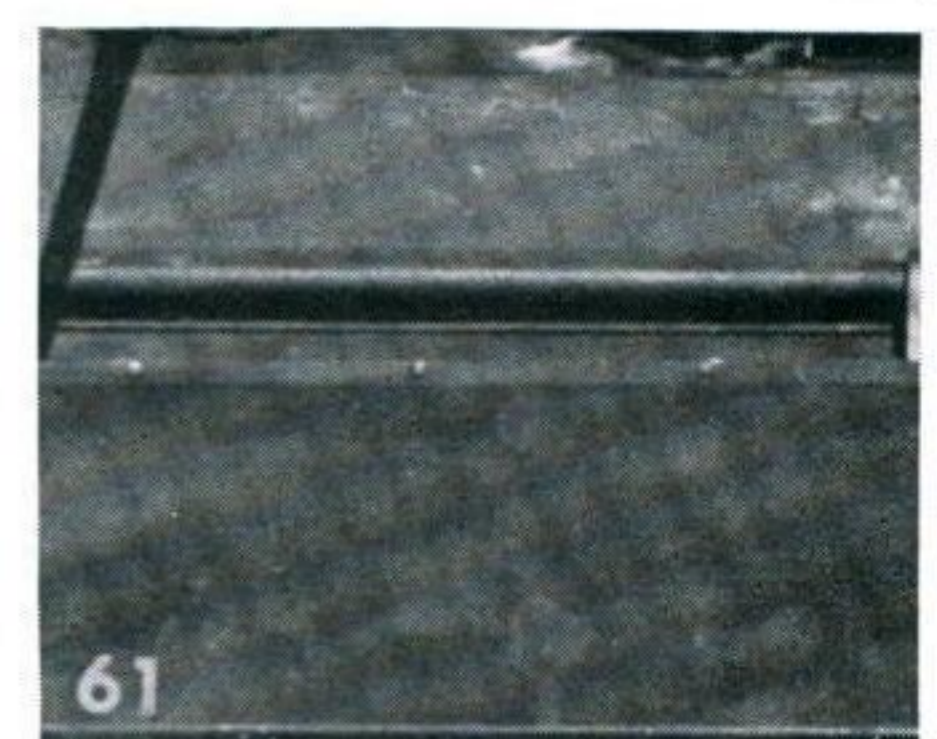
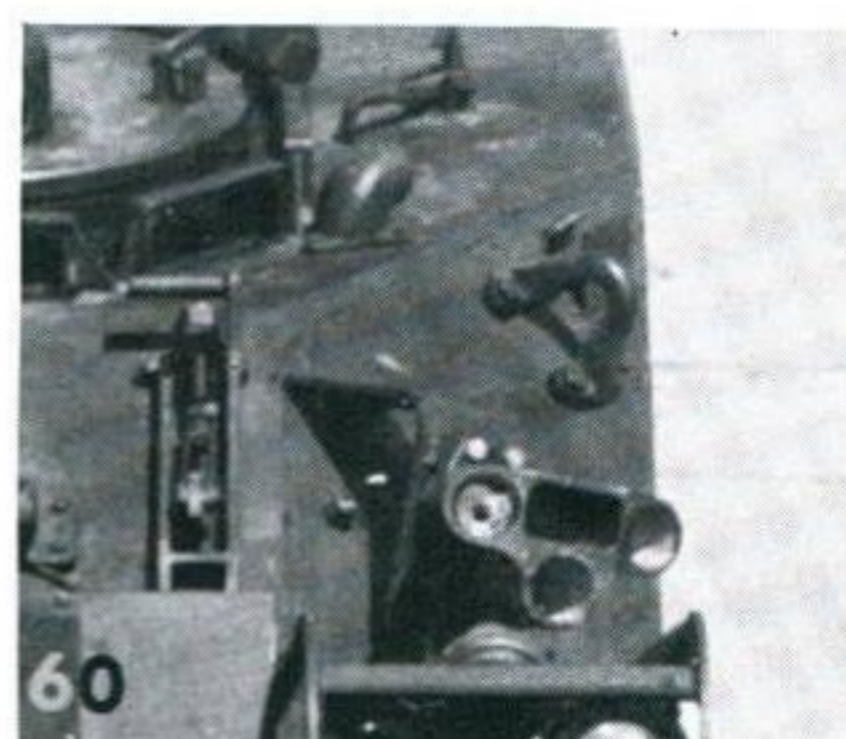
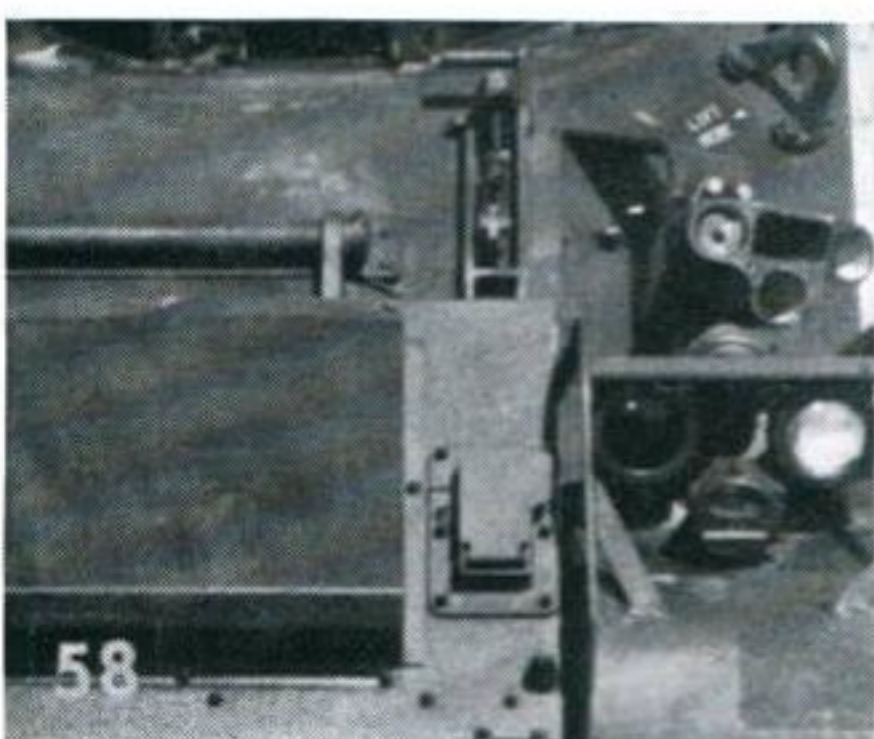
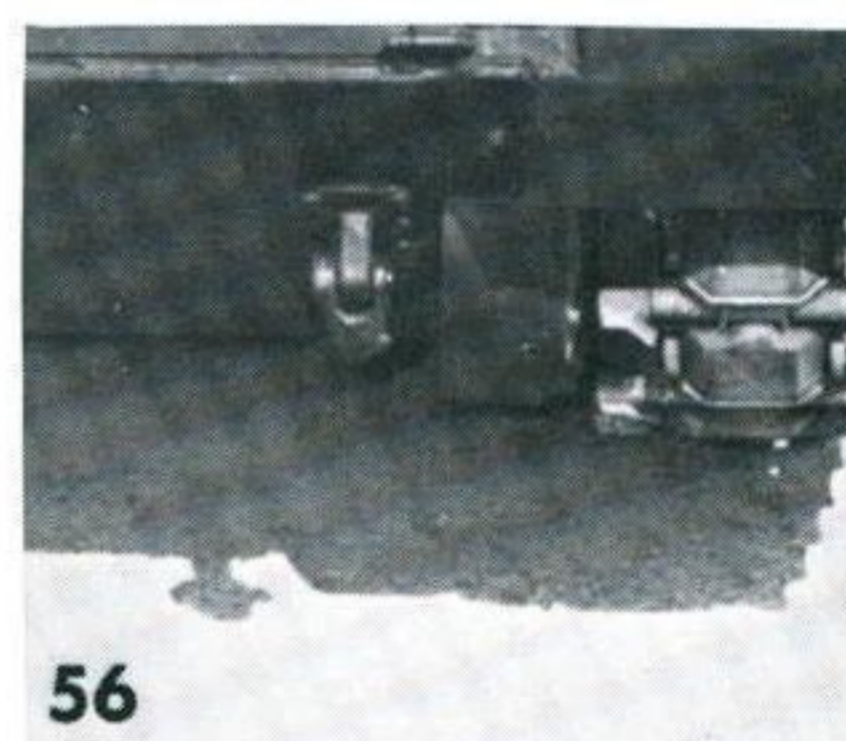
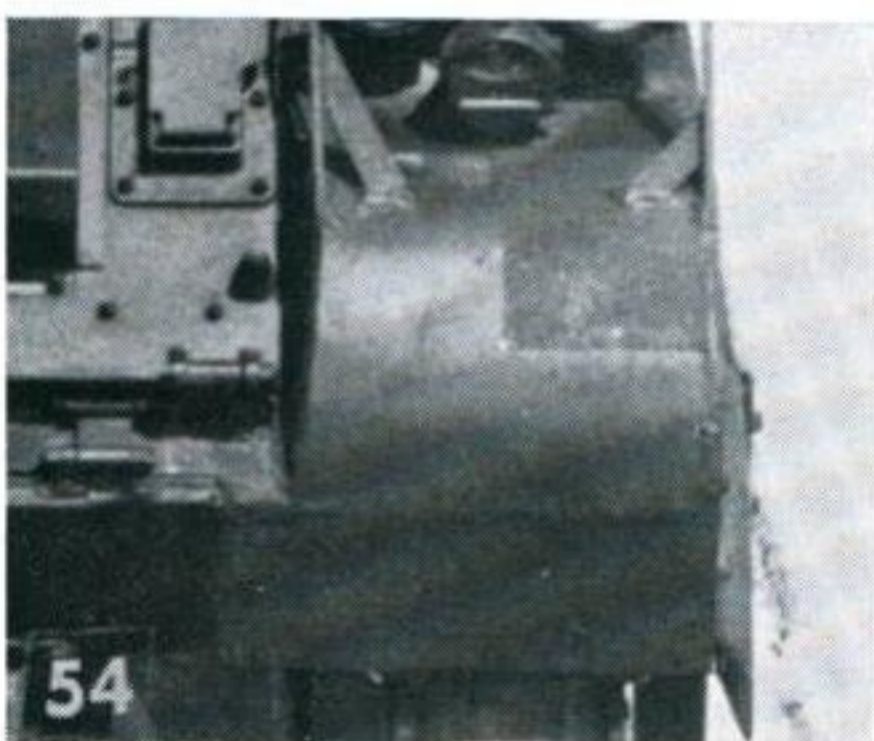
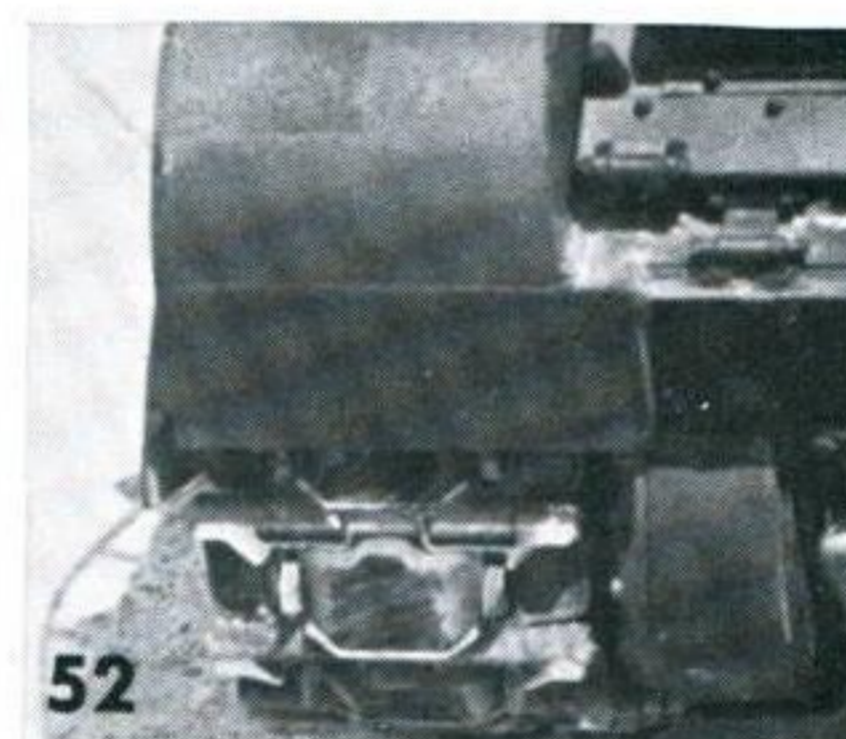
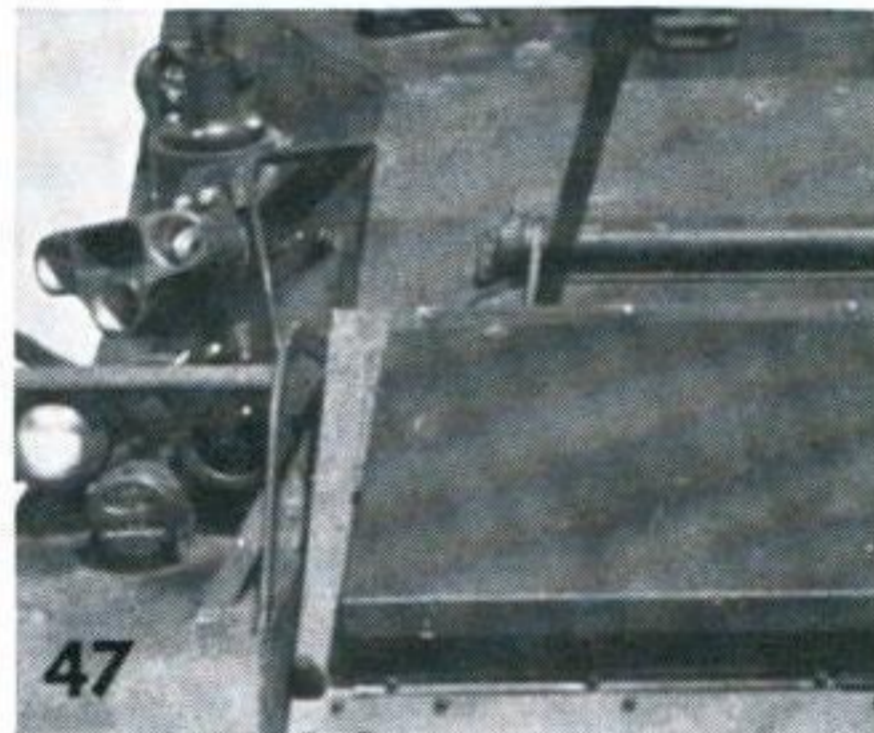
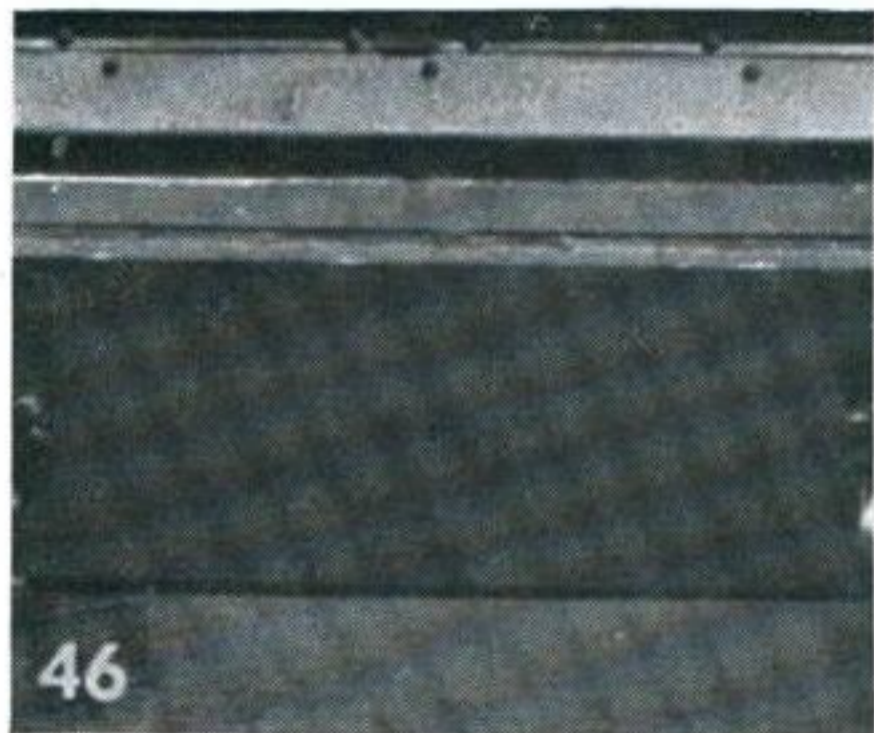
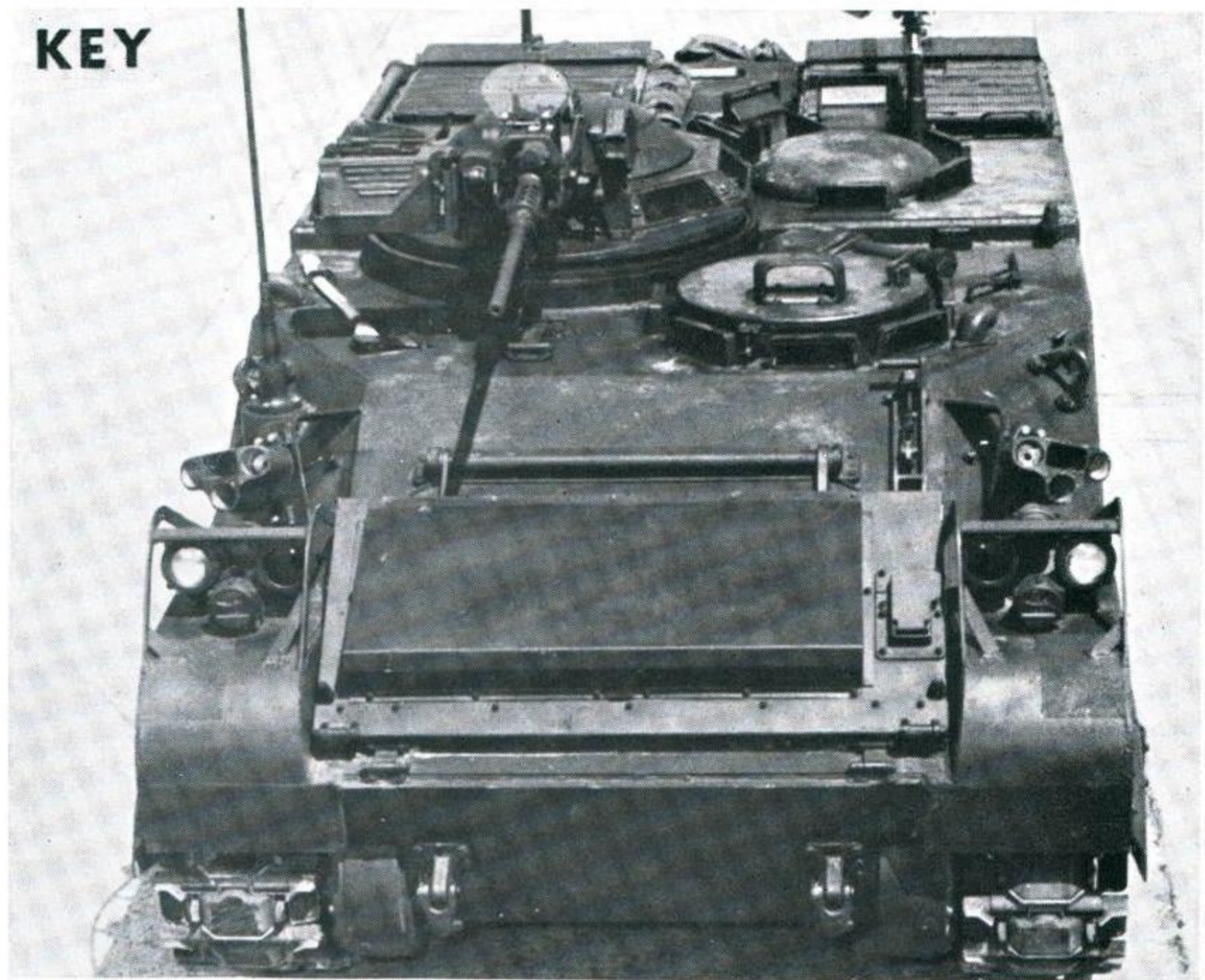
KEY



LYNX- Reconnaissance Carrier

The Lynx was not only developed from the basis of the M113 but uses many of its well-proved components. In particular, it has the same transmission and suspension components. Like the M113, it is amphibious and fitted with a trim-vane hinged on the front glacis plate. In water it can propel itself by means of its tracks at 3.5 m.p.h. while on land, on hard level surfaces, it has a maximum speed of 44 m.p.h.

continued overleaf



KEY



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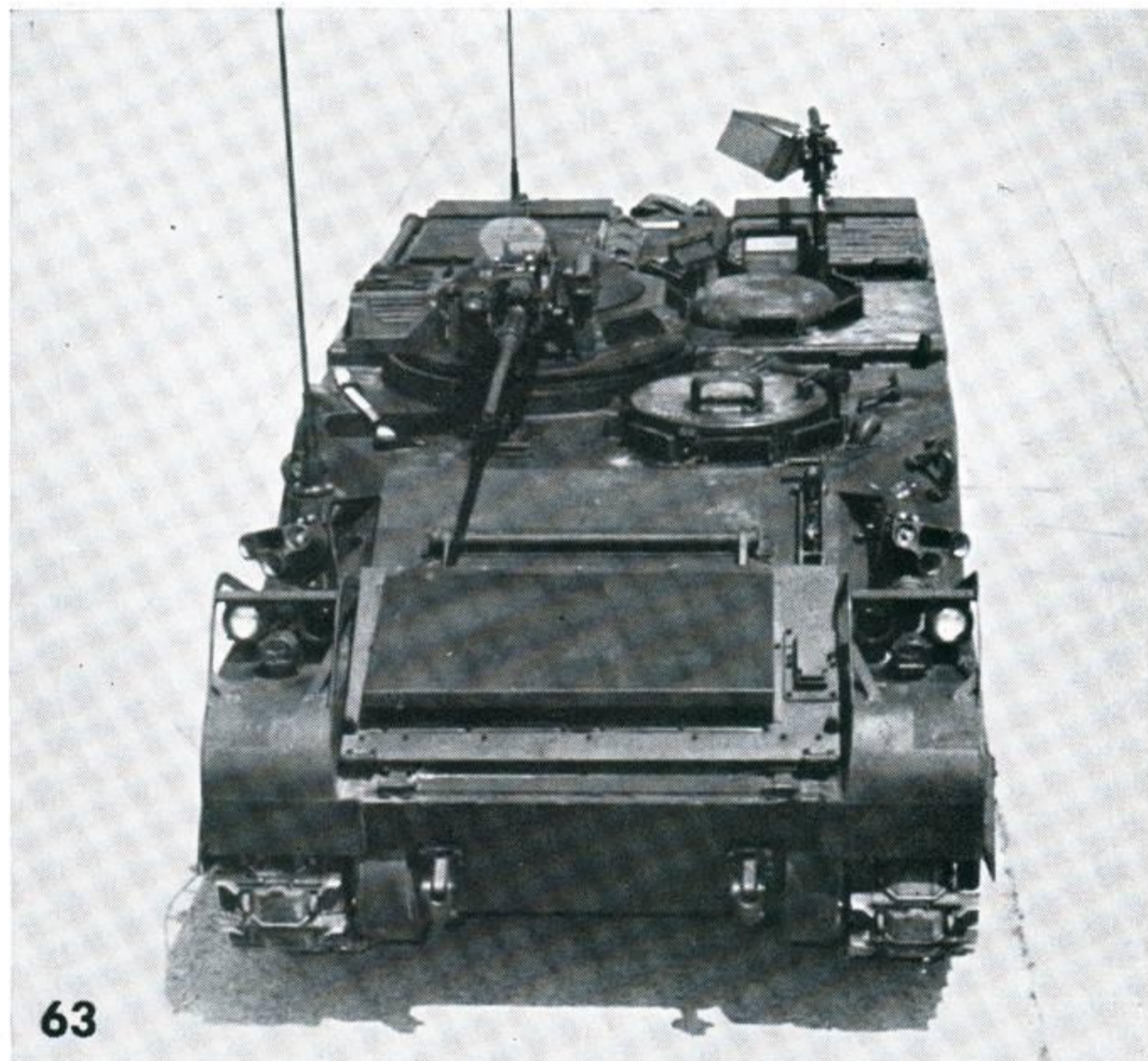
LYNX-Carrier

Outwardly the Lynx bears a family resemblance to the M113 but is smaller and, at 8.7 tons, lighter. Moreover, being shorter, it has only four road wheels per side whereas the M113 has five.

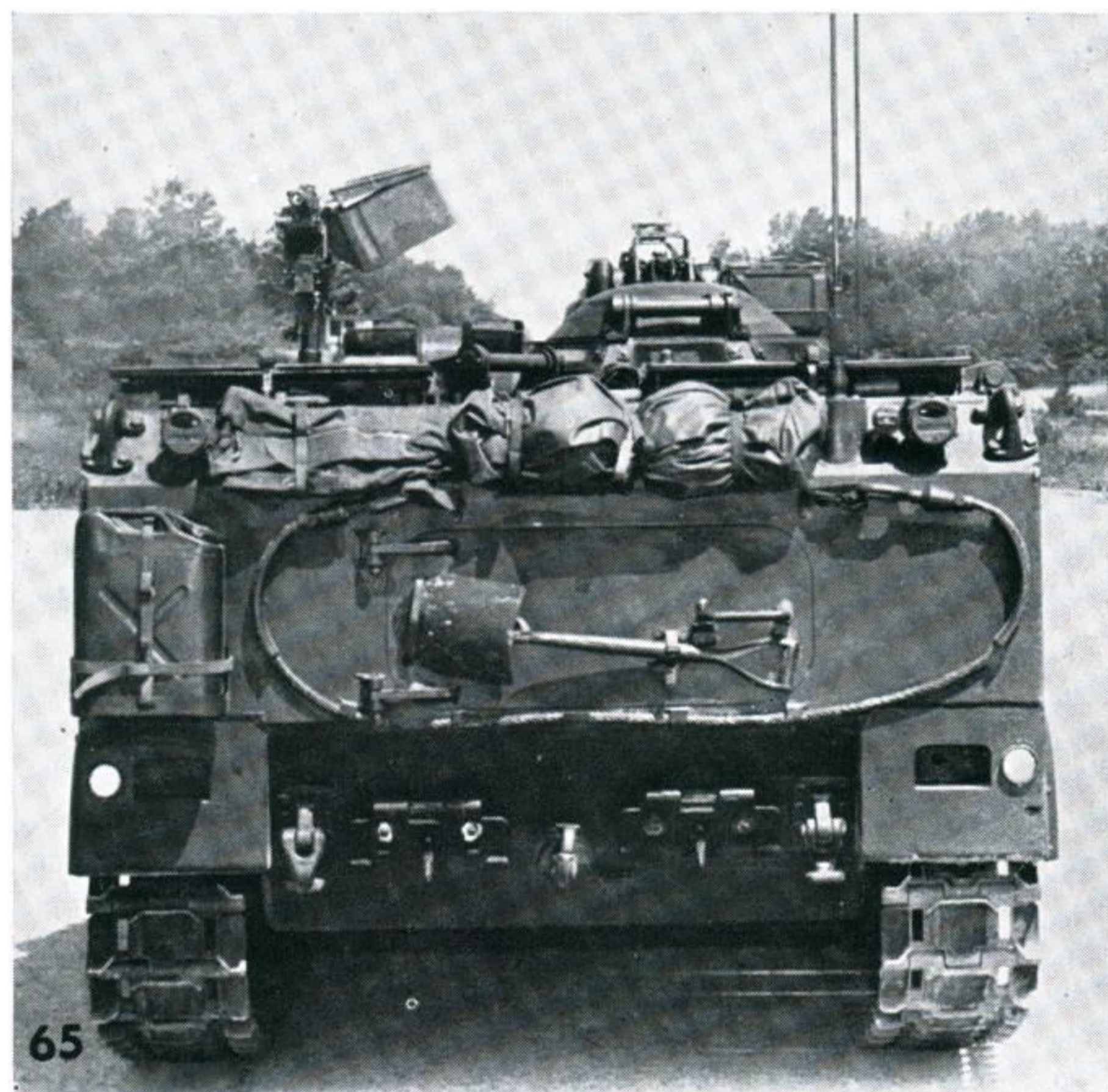
The crew of the Lynx consists of three men. One of the three, the commander, sits below a large rotating cupola with an externally mounted .5-inch machine gun which is located on the right of the vehicle, to the rear of the driver's hatch. Behind the driver is another hatch, for the third member of the crew—an observer/radio operator—who is provided with an externally-mounted 7.62-mm. machine gun.

Lesson instructions are on page 117

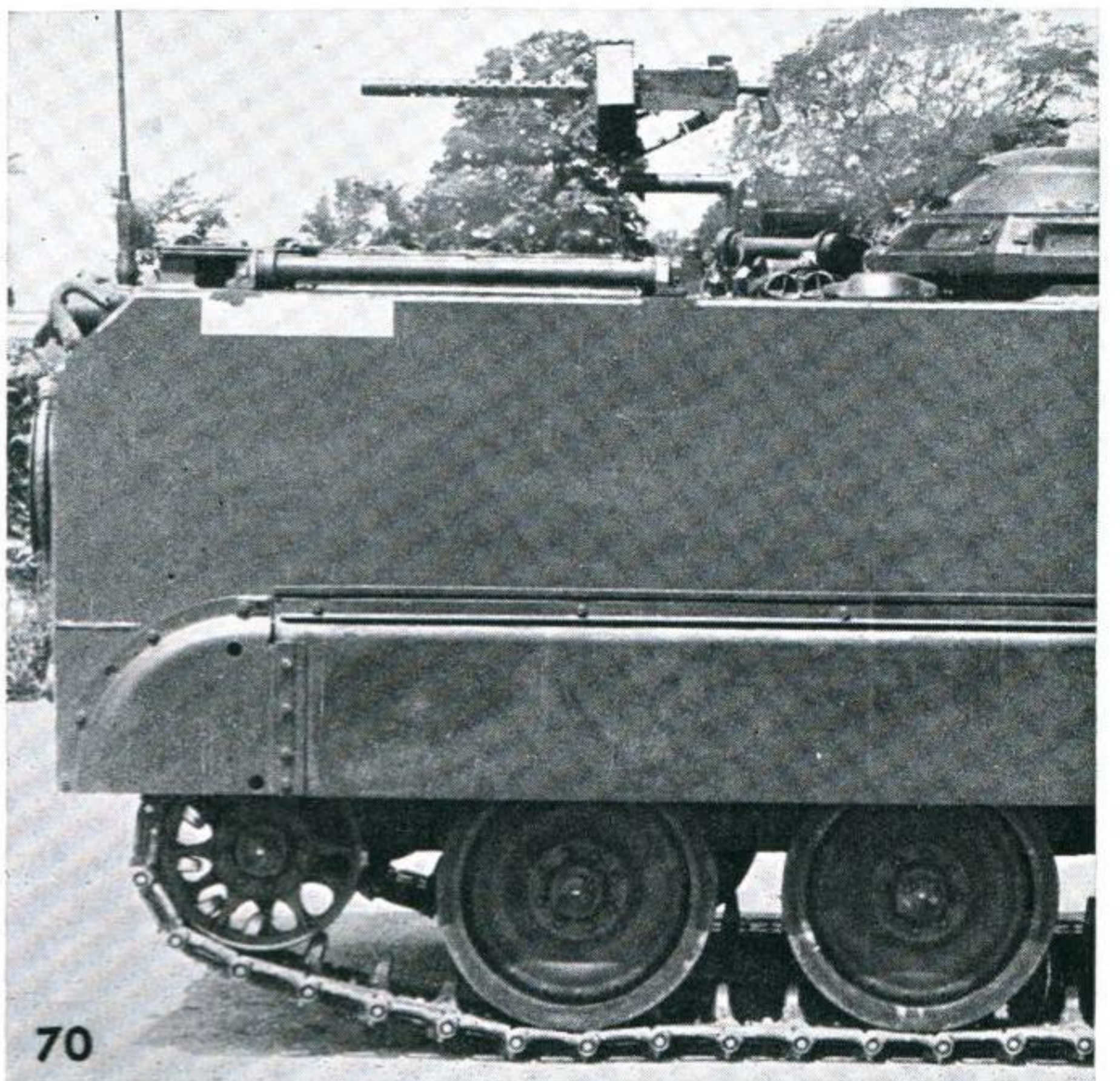
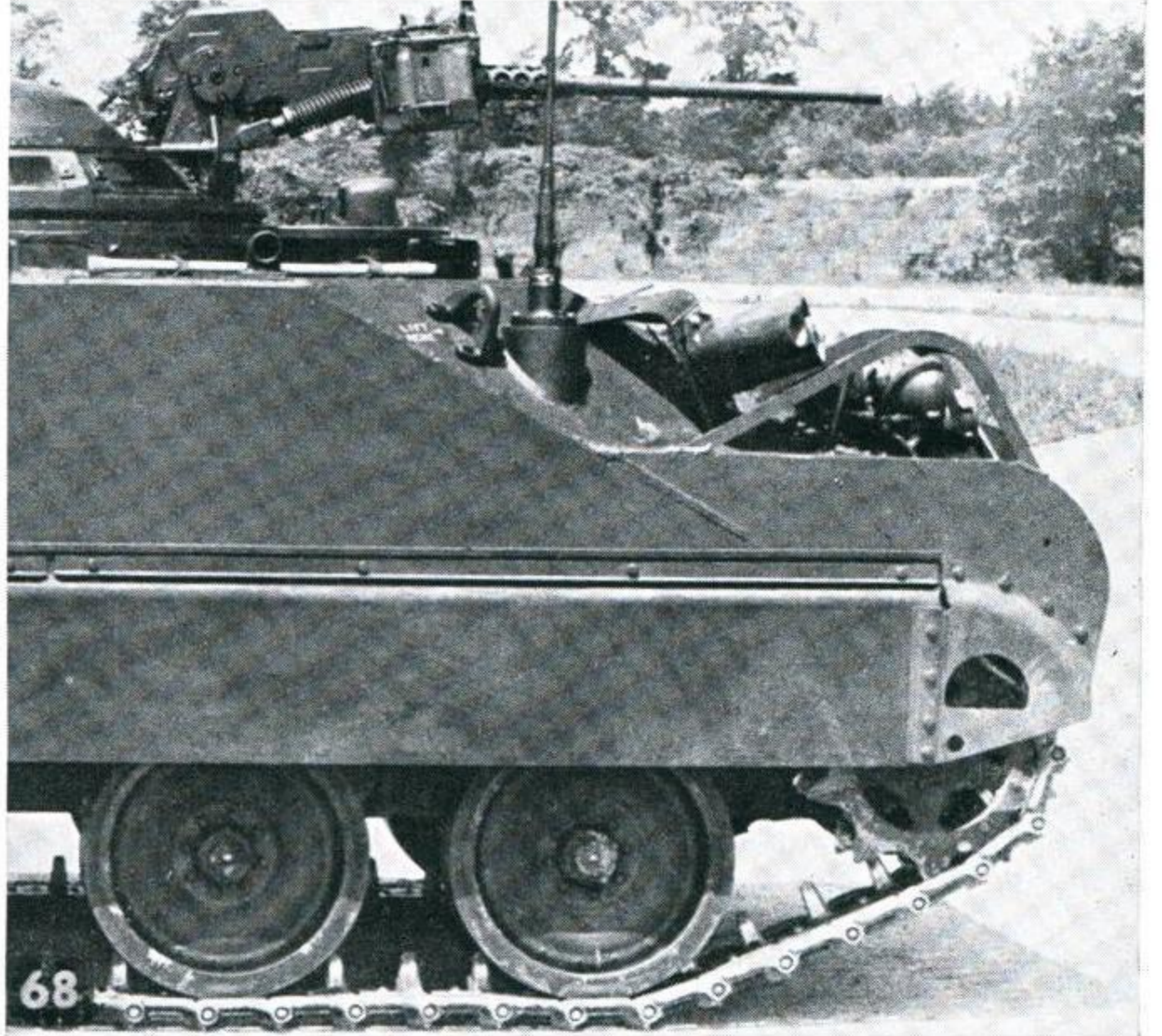
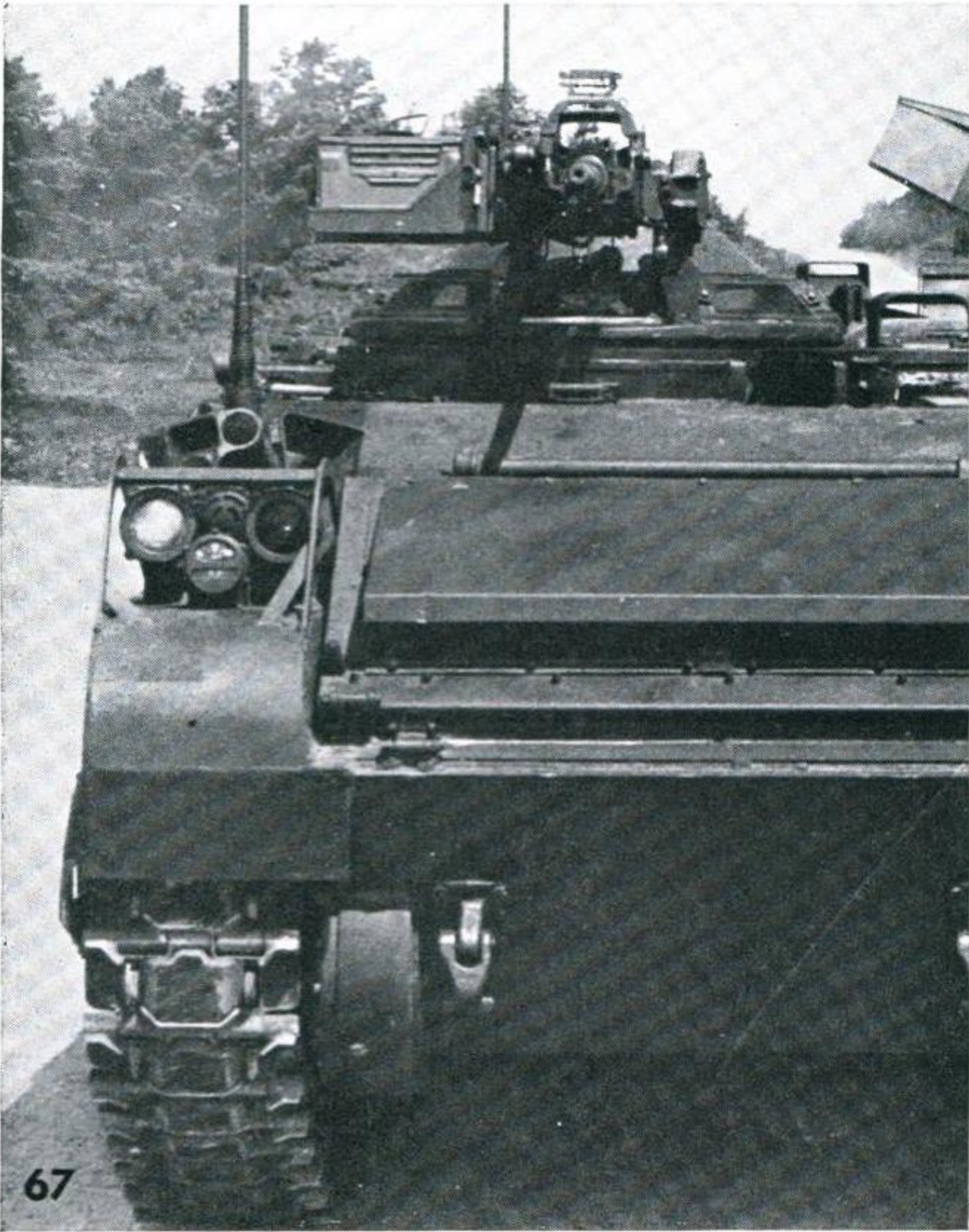
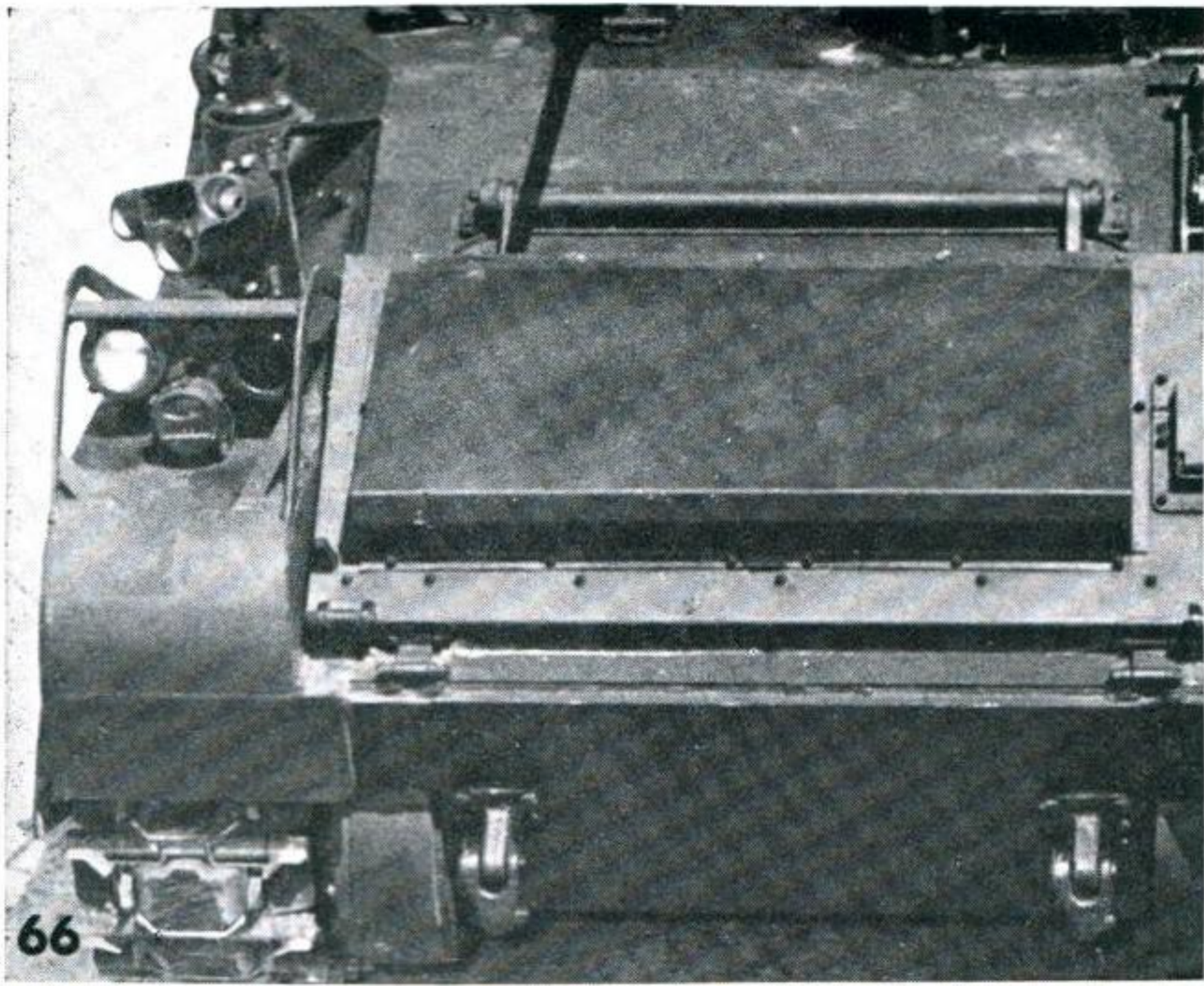
Solutions on the back cover

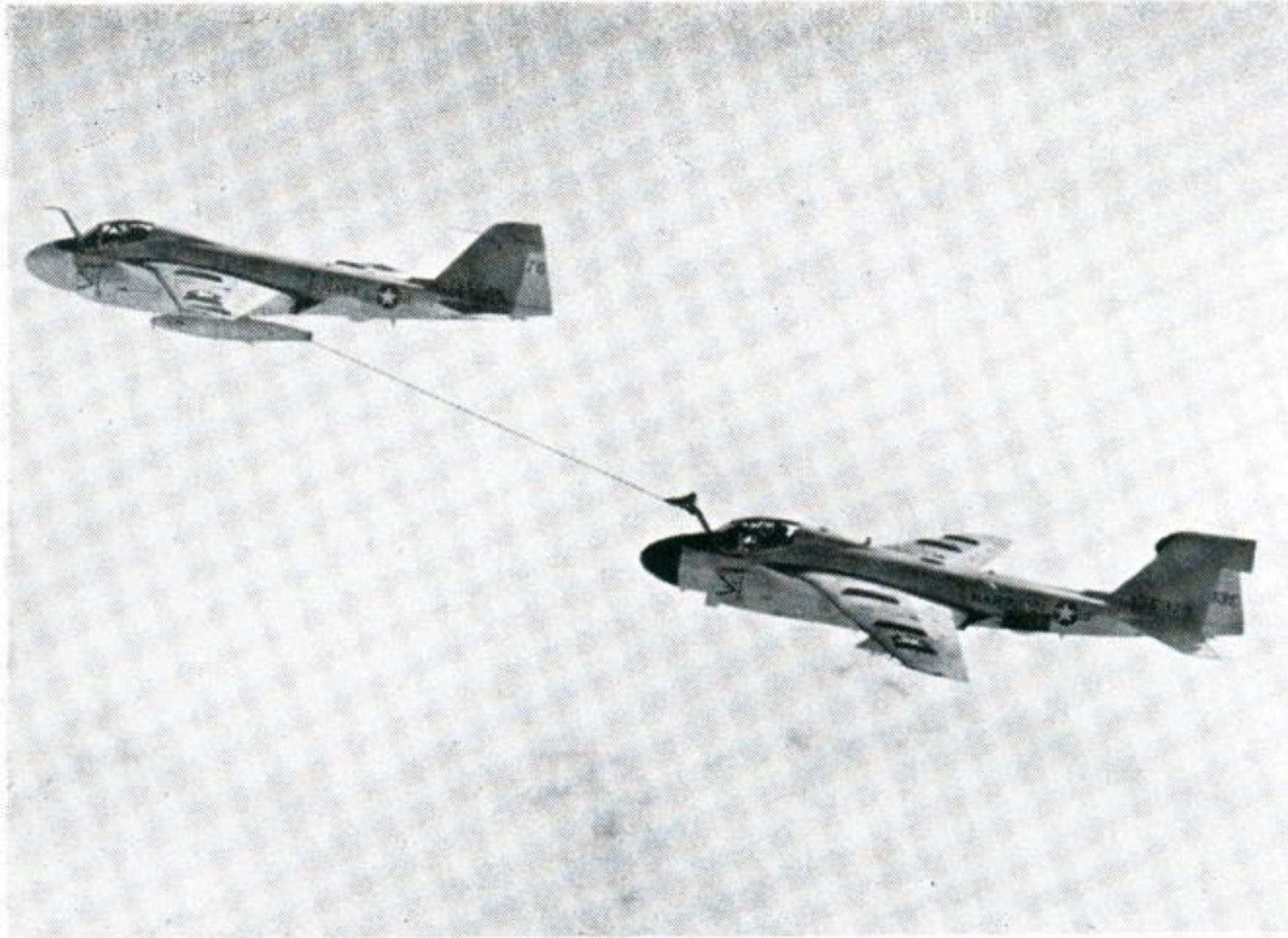


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65





Cover Photo: The first of fifteen second generation United States Marine Corps EA-6A Intruder Electronic Warfare aircraft made its first flight on November 5th last. The new generation features several improvements. The photo shows an A-6A refuelling an EA-6A during the first flight of the second generation.

SOLUTIONS TO TESTS AND EXERCISES

Page 116

TEST PAPERS

Harke: Jokers are second line 1st picture and third line 5th picture.

R.F.A. Ness Class: Jokers are second line 5th picture and third line 3rd picture.

R.F.A. Tidespring: Jokers are second line 2nd picture and third line 4th picture.

Panhard AML with H 60 Turret: Jokers are second line 3rd picture and third line 5th picture.

United States XM 706 Commando Armoured Car: Jokers are second line 2nd and 5th pictures and third line 4th picture.

Page 118

GALEB

All targets are **Galeb** except Nos. 11 and 23 (Macchi MB 326 and 16 (Jastreb).

Page 122

R.F.A. RESOURCE

All targets are **R.F.A. Resource** except Nos. 18, 28 and 38 which are jokers.

Page 126

BUCCANEER

All targets are **Buccaneer** except Nos. 8 and 11.

Page 130

DJINN

All targets are **Djinn** except Nos. 5 (Sioux) and 18 (Alouette II).

Page 132

CLOD

All targets are **Clod** except Nos. 10 and 17 which are Skyvan.

Page 134

LYNX CARRIER

All targets are **Lynx Carrier** except Nos. 21, 23, 39, 57, 64 and 69 which are jokers.

Two of Beechcraft's newer models — the aerobatic Bonanza E33C and the fixed-gear aerobatic Musketeer Sport.

