



JOINT

SERVICES

RECOGNITION

Journal



Vol. 25 FEBRUARY 1970 No. 2

GETTING SHIPSHAPE

RFA ROVER CLASS OILERS

RFA *Green Rover*, is the first of the new Rover Class oilers for the Royal Navy, two others, *Grey Rover* and *Blue Rover* will come into service later. These tankers are designed to replenish HM ships at sea with fuel,

fresh water and limited dry and refrigerated stores under all conditions while underway. A helicopter landing platform is provided aft. Rover Class are some 7000 tons deadweight with a length of 461 ft.



SOVIET VYBORGLES CLASS MERCHANTMEN

In recent years there has been a tendency to fit landing platforms or deck for helicopters on large merchant vessels of several countries, especially on giant tankers. An increasing number of "specialist" ships such as research, oceanographic or whale factories are so equipped, together with the hangars for storing the aircraft. Such alterations make a marked difference to the ship shape.

Certain merchant ships of the USSR such as icebreakers and survey ships as well as those vessels, which although not icebreakers, navigate the northward route to the Far East, are so fitted, doubtless with the purpose of flying off helicopters to report ice conditions.

Latterly, however, in addition to newly built craft, certain older types of general traders appear to have had their after superstructure modified or re-built with a small flight deck above. Some of the Vyborgles Class of around 5000 tons are among the latest of these ships as shown.





JOINT SERVICES

RECOGNITION JOURNAL

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OF GOOD REPORT ?

Reporting can be as important as identifying. For recognition purposes the ideal aircraft name is one that is reasonably short, easily pronounced, significant, and not easily confused with any other type.

In spite of the obvious advantage of brevity, two-syllable reporting words are preferred to single syllable ones, since the latter can easily be confused (e.g., Clod, Coot, Coke, Cock etc) over crackling R/T or a letter or two wrong in teletype, which could put the identification in doubt.

Pronunciation, too, can be a problem at times. The US Army's decision to name its helicopters after Indian tribes may be handy for Americans that know their folklore, but names like Chickasaw and Cayuse roll rather strangely from British tongues. Before the British Army adopted the Sioux there were those among us quite unaware that Sioux spelt so, said sue. French names can also be a problem, such as Étendard (pronounced Ay-tonn-dah); so in future lessons, in all cases where the pronunciation could be in doubt a phonetic spelling will be included.

Significant names are most helpful, and two excellent examples are the subject of identification lessons in this issue. Skycrane adequately describes the function of the Sikorsky S-64; Porter too, is quite apt for the angular, all-purpose light transport. Both names, too, are alliterative with their designing firms, Sikorsky and Pilatus.

The qualified name Turbo-Porter, for Porters with turbo-prop engines, is even more significant, but in this respect reporting names may differ from true or full names. While the Turbo-Porter can be identified easily for what it is in profile and overhead, its lengthened nose may not be apparent in approaching and receding views, and for this reason the name Porter is acceptable for all versions. The degree of difference between a Porter and Turbo-Porter is no more than variations between marks or model numbers on other aircraft types, and for reporting purposes no more than type identification can be expected. Those sufficiently perceptive or skilled to identify to a further degree than type identity are encouraged to do so; but for those learning to identify as a skill new to them, the less they are burdened with detail the better.

Essentially a reporting name should not be easily confused and for this reason names are much preferred to numbered

designations. If numbers are kept low there is apt to be repetition in different series—as with the BAC One-Eleven and the US military designation F-111. Again, if higher numbers are used the combinations are difficult to remember; it is significant that the US Services abandoned the F-111 series and started again at F-1, and in the same way their C series was re-used which explains why the Starlifter is the C-141 whereas the later Galaxy is the C-5.

In October last year a London daily paper referred to the new WG13 as the Witch. Such a title would sound more like a query than a name and is an example of the sort of name that could be confusing. For reporting purposes such a name would have to be qualified with the name of the design firm, i.e., Westland Witch. Fortunately, the newspaper reports were not official—Westland Helicopters wish to abide by the name the Services choose, and Witch is not one of the names the British Services have considered.

The same tenets of reporting names apply equally to warship type reporting. A current difficulty with the warships of the world is that the class name may refer to ships of the same class which differ considerably in silhouette. The provision of helicopter decks, replacement of conventional armament by missile launchers, new deck structures to improve accommodation, and later model radar arrays, radically alter appearances. Usually only one, or a few, of the ships of a class are converted at a time so that some may be seen in their original form and others converted. To take this into account for identification purposes, such changes will be notified in the *Journal* whenever possible.

The reporting of Armoured Fighting Vehicles is perhaps the most difficult of all, for unlike aircraft there are no code names for Russian AFVs and they are known to us in the same way that they are known to the Soviets, apart from the transliteration. Each country has its own system of designation and the ideal British system of names, like Centurion and Chief-tain, has its anomalies such as with the widely used, but unnamed, FV432.

Where possible the title of all identification lessons will be reporting name, with further qualification as a sub-title, but in any case the precise form in which the aircraft, ship or AFV should be reported will be given.

The current combat squadrons of the Royal Swedish Air Force (Flygvapnet), numbering nearly 40, are equipped mainly with SAAB aircraft types built at home. The Lansen, an interceptor and ground attack jet, comparable to the Hunter of which Flygvapnet still has a few, was the mainstay of the combat force in the early sixties. Since then over 500 Drakens, a type easily identified by its double-delta planform, have been built and the majority of these are now in squadron service; 40 Drakens have been ordered by Denmark.

Two other important attack aircraft of Flygvapnet are the SAAB 105 and the SAAB Viggen. The 105 is in service in three versions, as a trainer with provision for conversion to a light attack aircraft, attack and reconnaissance versions. A total of 158 Viggen attack aircraft and 17 of a trainer version are now in production.

A few examples of Pembrokes, Vampires and Hunters, ordered in the fifties are still in service and Sweden has come to Britain again recently with an order for Beagle Bulldog trainers.

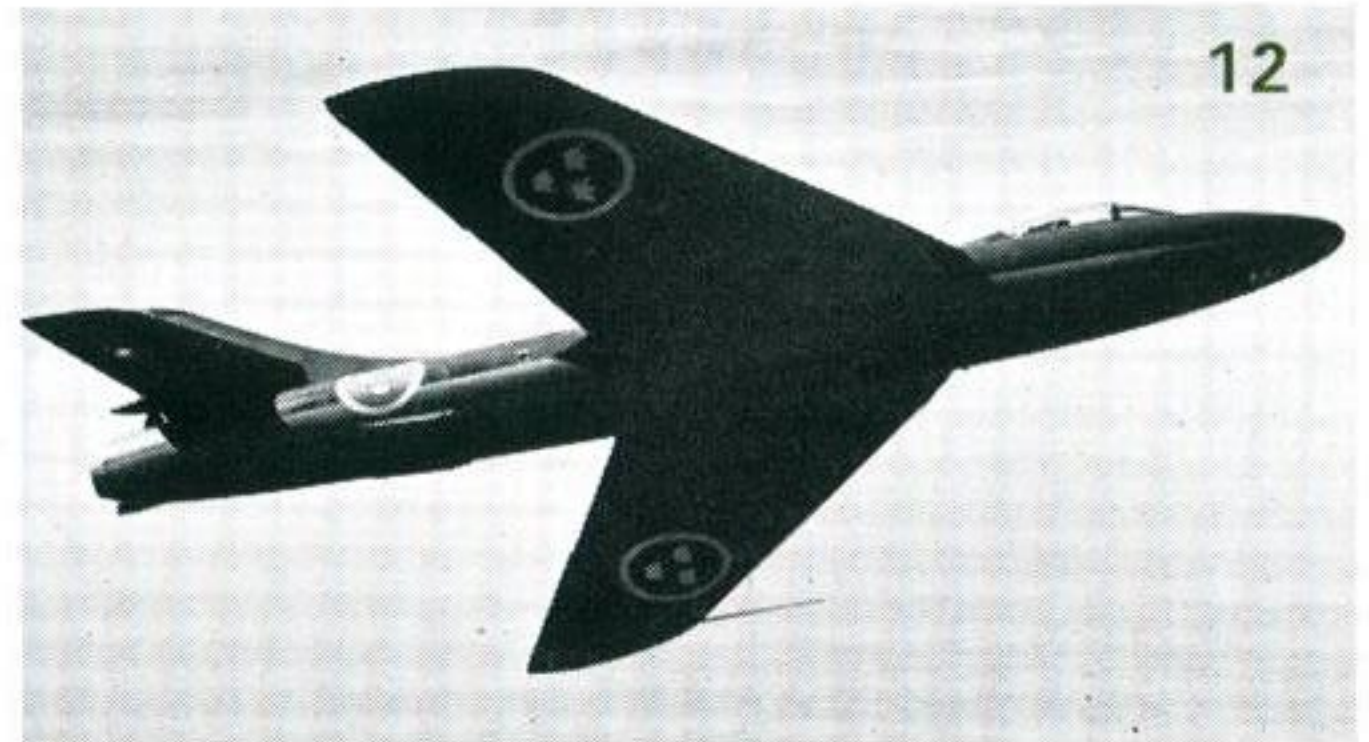
American types still in use include two Hercules, a few Dakotas and Harvards and 10 Vertol 107 helicopters. Another helicopter of basic American design, reporting name Iroquois, the Agusta-Bell 204B, is used by both the Air Force and the Army.

All three services use the Sud Alouette II helicopter, but the Army appears to be swinging over to standardisation on the Jet Ranger with an initial order for 44. The Army also uses small numbers of Dornier Do27s and Piper Super Cubs and has also been considering ordering the Bulldog. The Navy operates Vertol 44 and 107 type helicopters and is equipped with Seacat SAMs.

In order that this survey of representative aircraft types of the Swedish services can be used as a test, captions to the pictures numbered are given on the rear cover.



and Royal Swedish Naval Aviation and Army Aviation





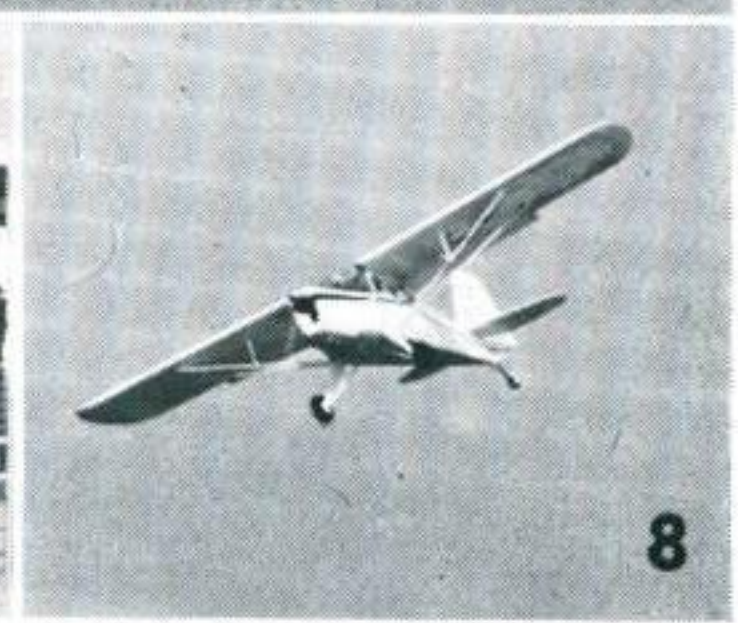
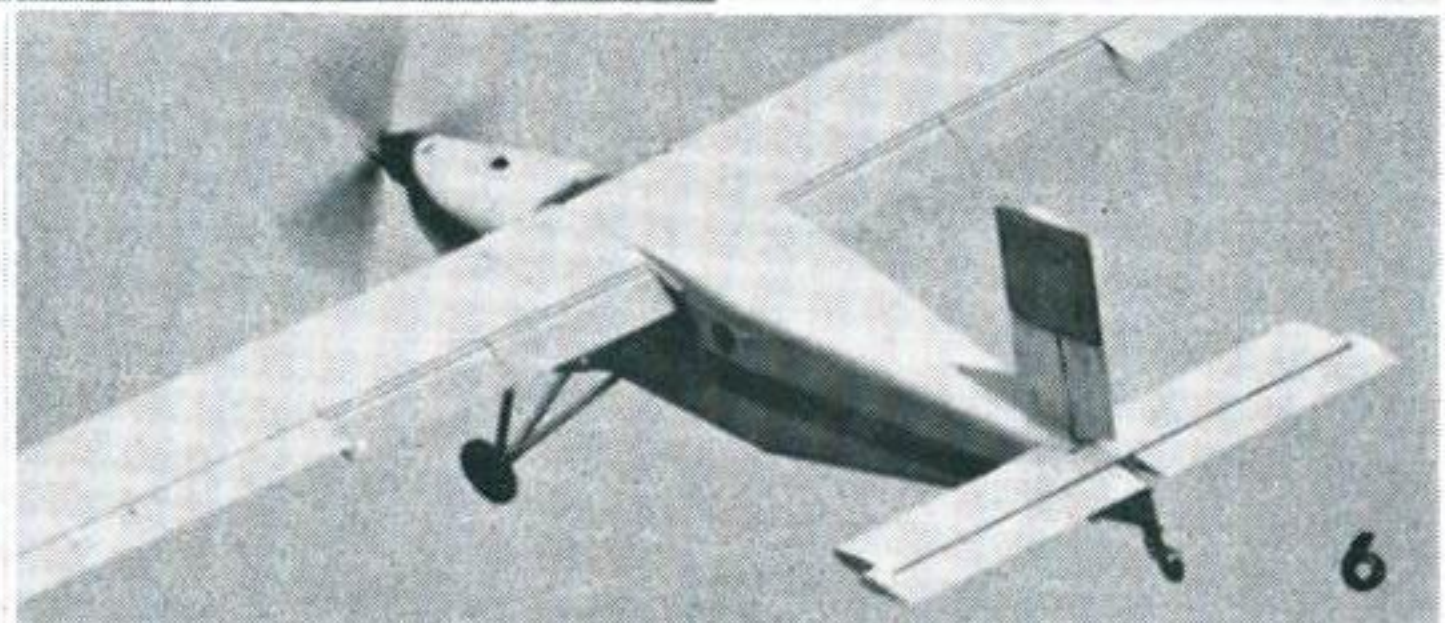
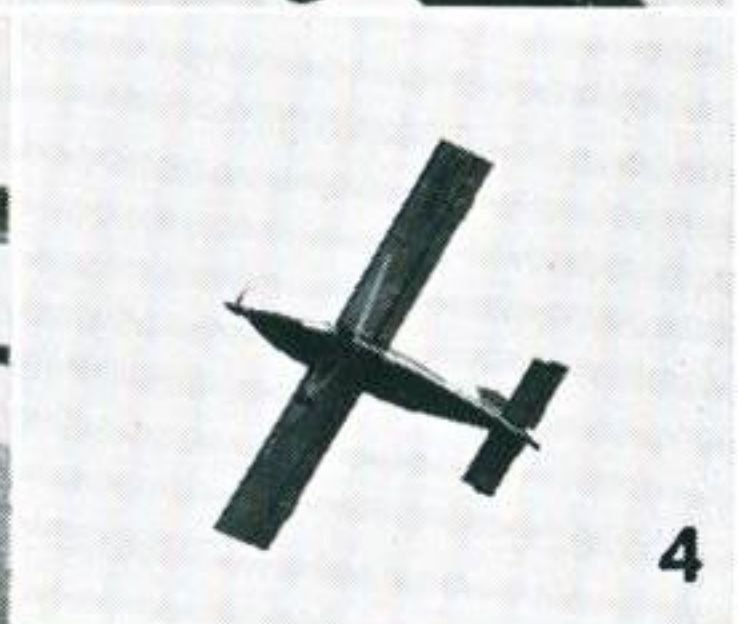
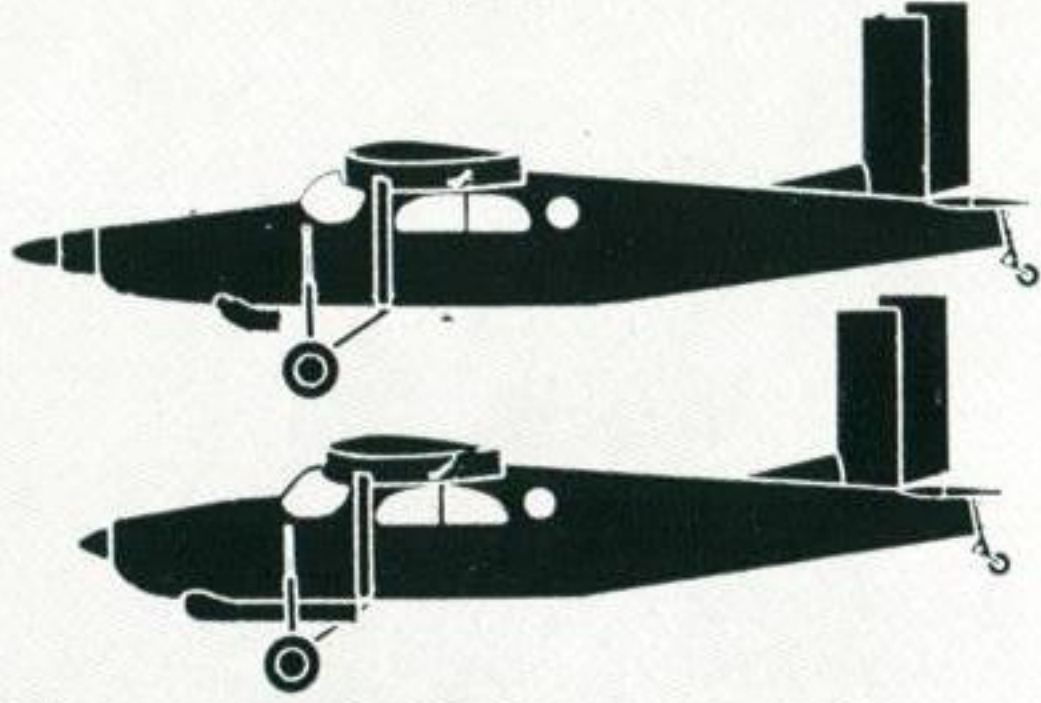
PORTER

A widely used utility aircraft of distinctive appearance, the Pilatus PC-6 is built in two main versions, one with a piston engine and the other with a turboprop engine. The turboprop version has a nose longer by some 2½ ft and has been known in Europe as the Turbo-Porter. However, since this distinction cannot be made from some angles and the almost identical American-built model has been called the Heli-Porter, the acceptable reporting name is simply Porter for all versions of the Pilatus PC-6. Lesson instructions page 36.

Built in Switzerland by Pilatus and under licence in America by Fairchild Hiller, several hundred have been delivered to operators world wide for a variety of tasks including light freighting, passenger carrying with accommodation for ten, supply dropping, parachute training, agricultural dusting or spraying. In a military liaison role it is used by the Swiss Air Force and numbers have been supplied to other armed forces as follows: Australian Army (15), Columbian Air Force (6), Israeli Defence Force (2), Sudanese Air Force (8) and Peruvian Air Force (1). It has been evaluated as a counter-insurgency aircraft by USAF.



Span 50 ft

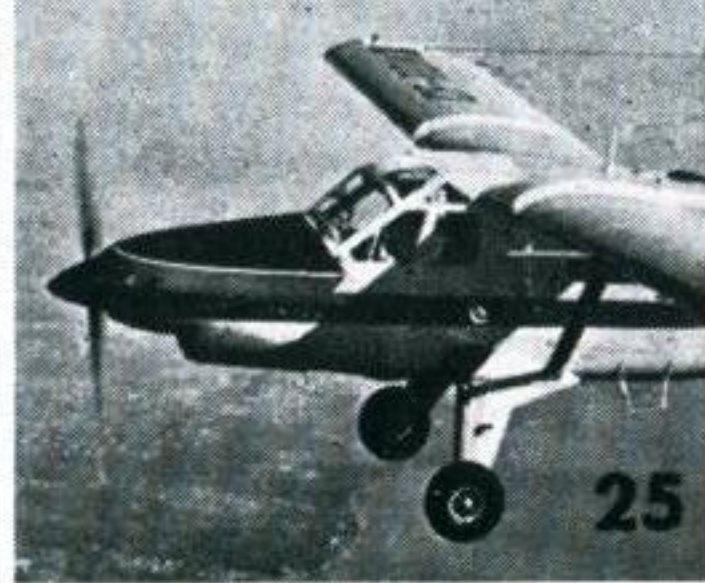
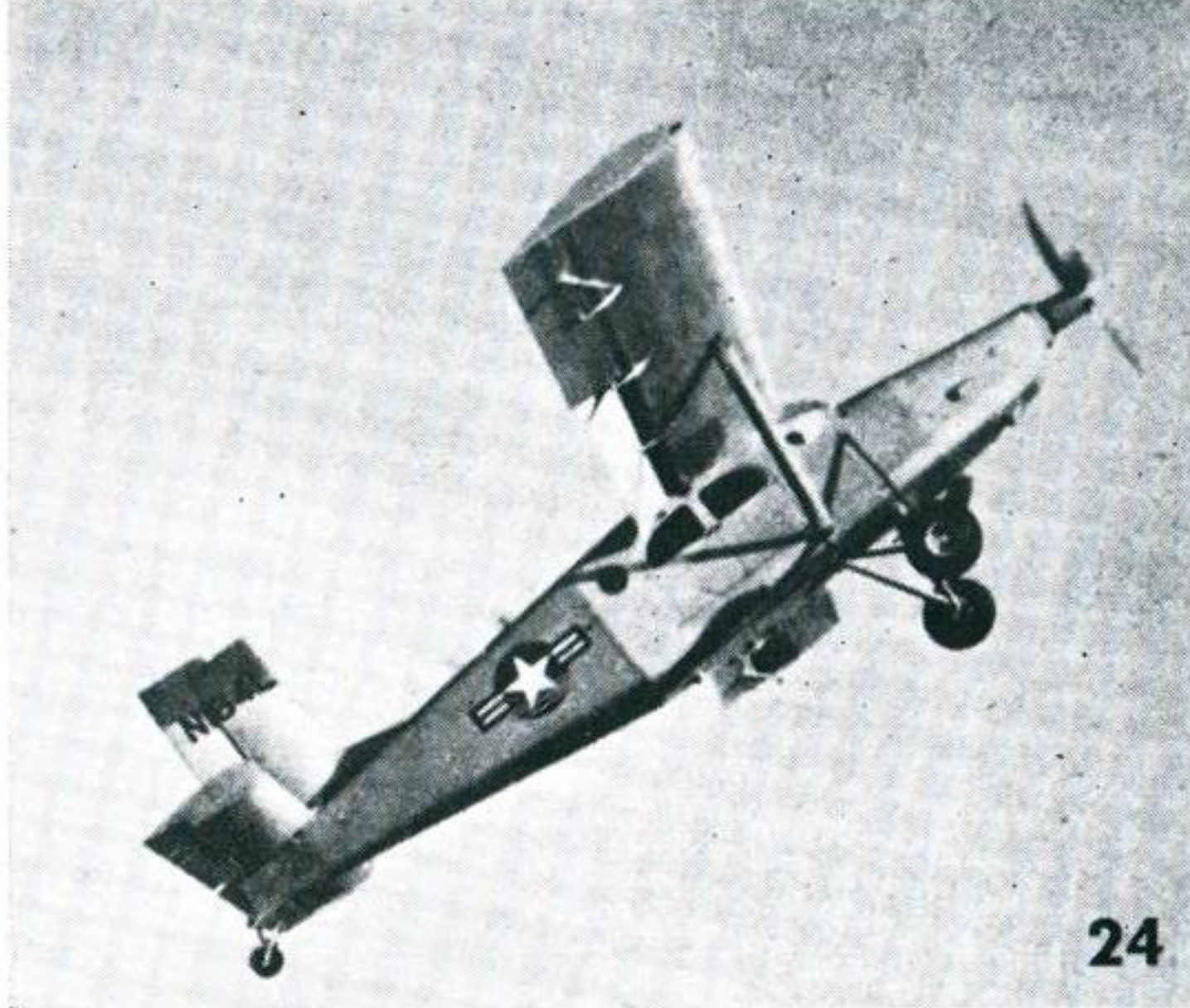
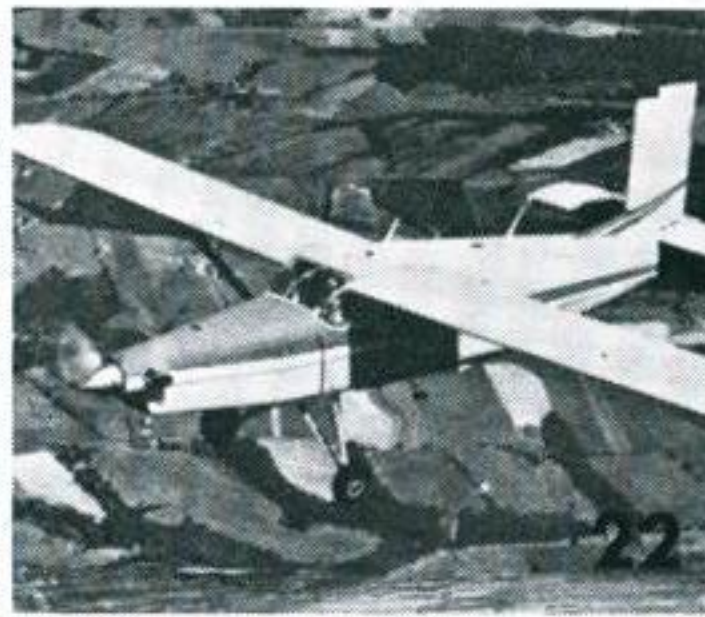


KEY

continued overleaf



PORTER *continued*



Lesson Instructions

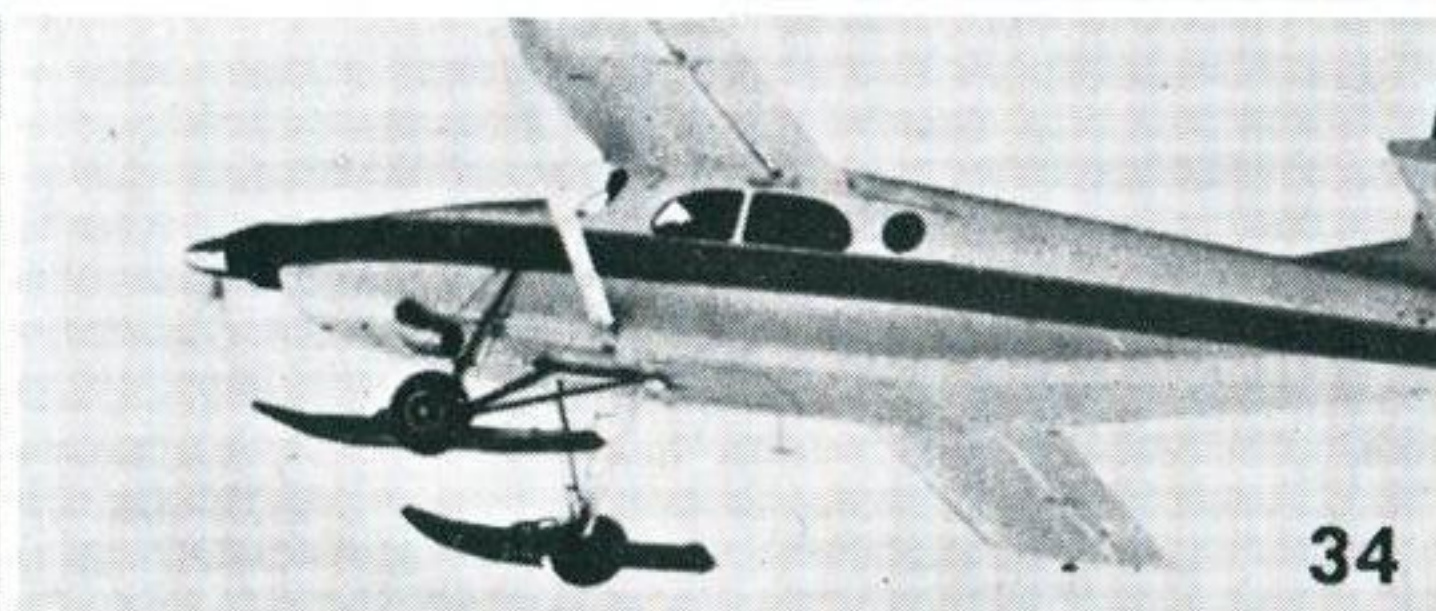
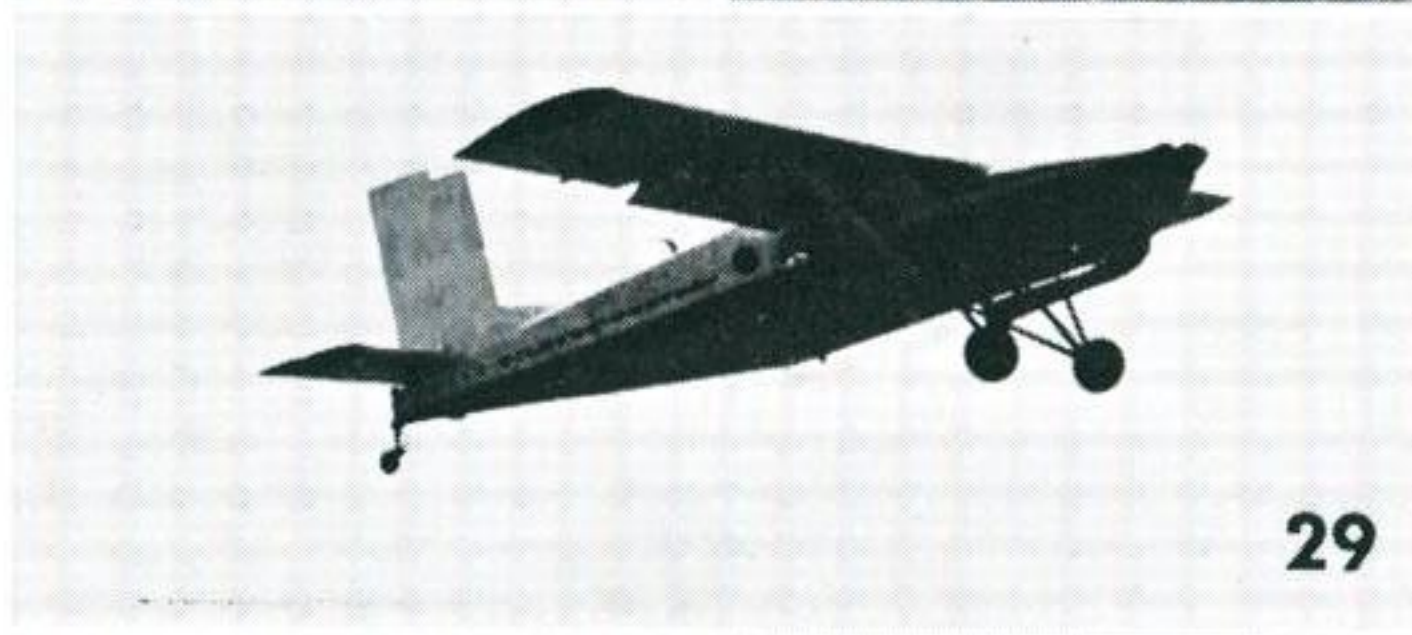
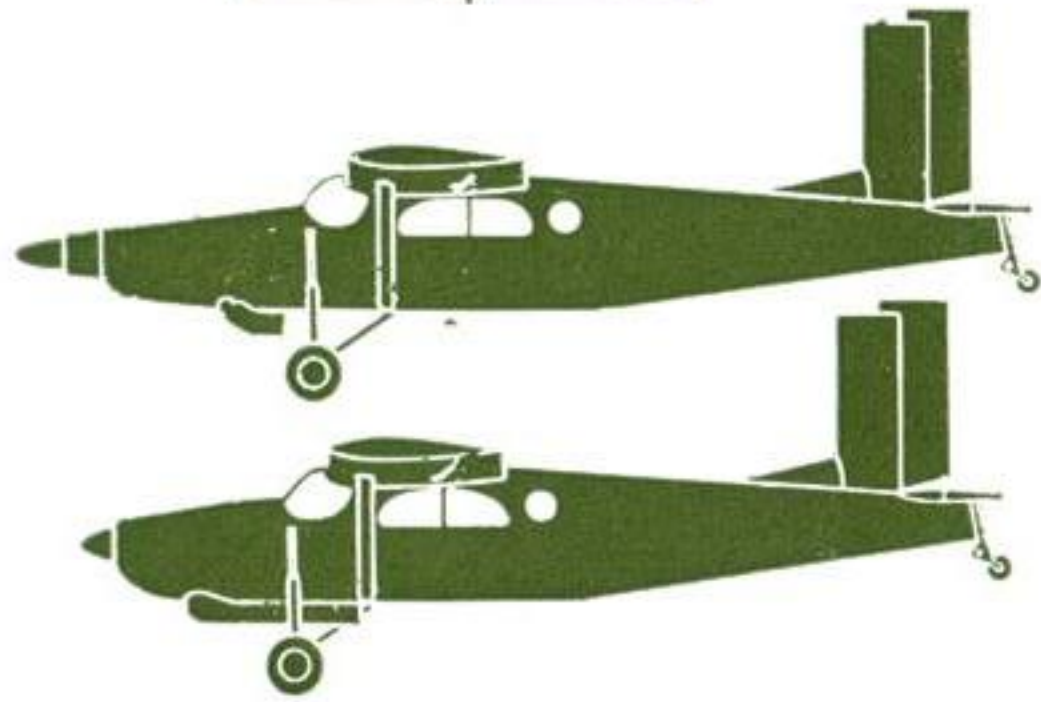
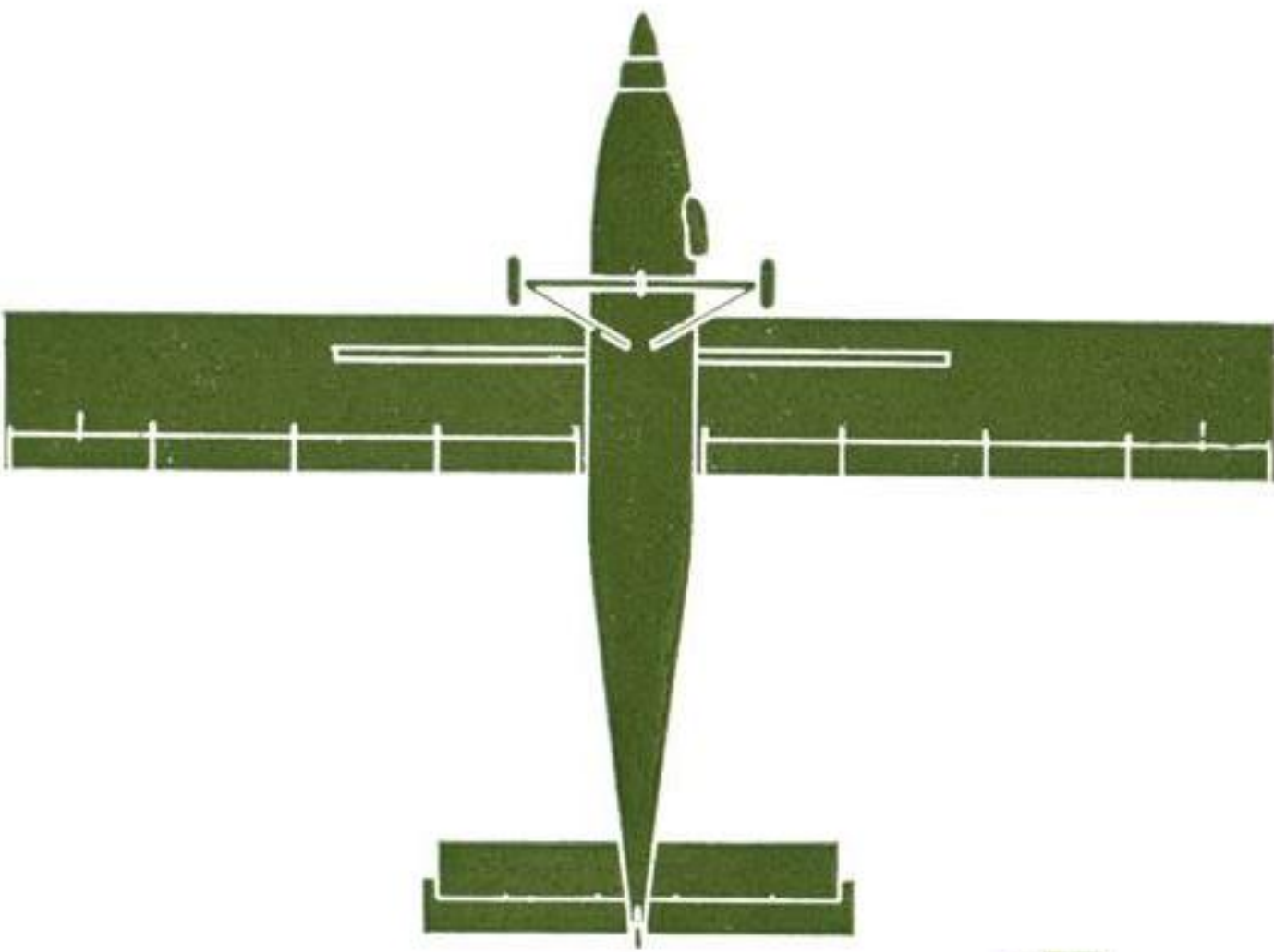
Read the text and note that variations occur to nose length and shape and the type of undercarriage.

Prepare a list of target numbers (1 to 36) so as to be able to tackle the targets in any order.

Identify the target pictures by comparing them with the key views; start with the easy ones so as to gain experience and use targets already identified to solve the more difficult ones.

When certain of identity write down the name Porter immediately against the appropriate number on your list. At least three of the targets are jokers to ensure your attention.

Span 50 ft



An adaptable aircraft, Porters may be seen with wheel, ski or float undercarriage





FIAT G91Y

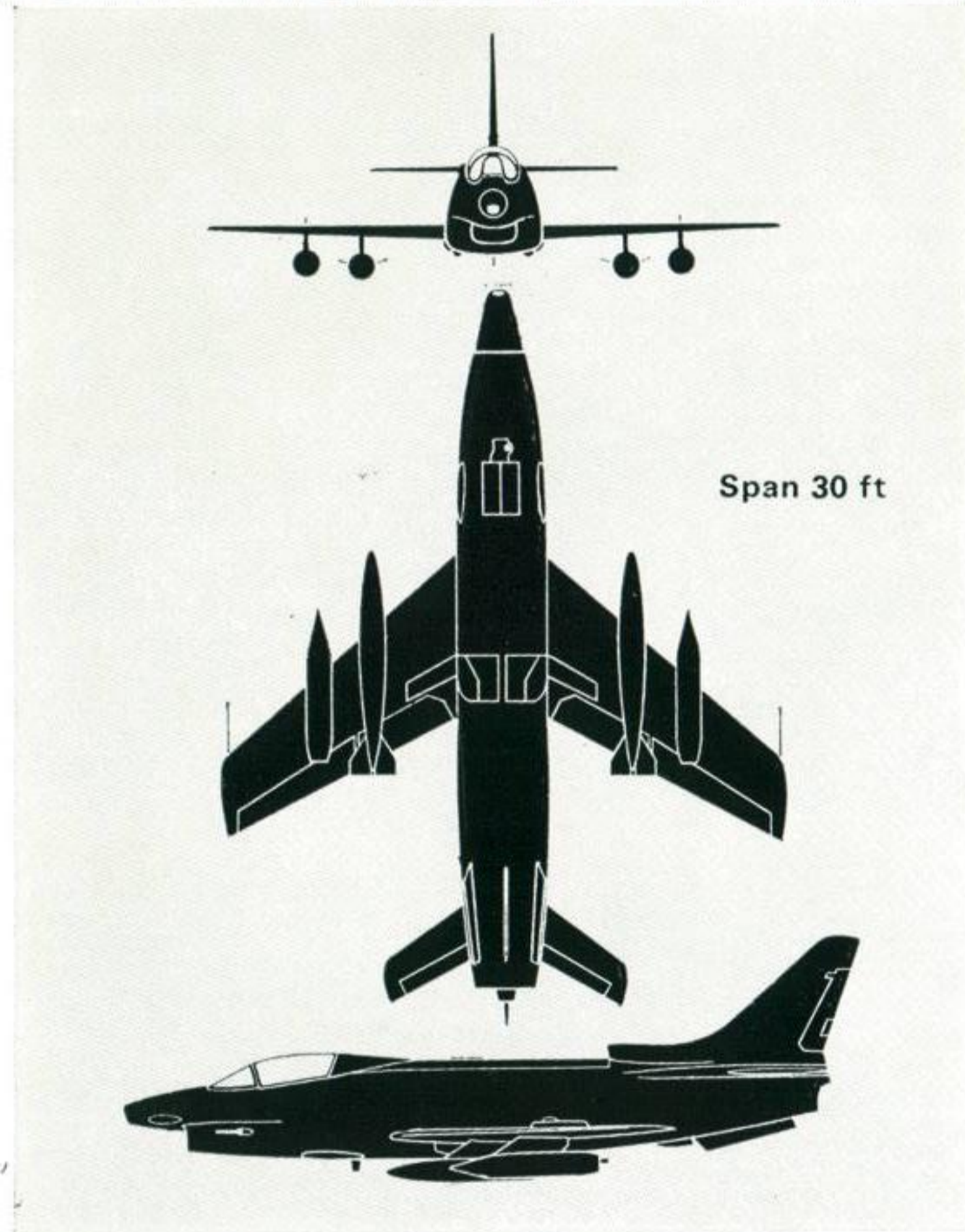


As an adjunct to the Fiat G91 lesson, which appeared in the October 1967 edition, the G91Y is presented to update the lesson to cover all variants in service. The Fiat G91Y is a twin-engined version of the G91 with broader fuselage to accommodate the two engines side-by-side within the fuselage. The intake under the nose is larger and there are two orifices at the rear; the fin shape also varies from the original models. Designed as a tactical strike and reconnaissance aircraft, it is in service with the Italian Air Force and may well be seen in NATO exercises. A variety of underwing stores may be carried.

To carry out the lesson, prepare a list of numbers (1 to 27) so as to be able to tackle the target views in any order. Identify the target pictures by comparing them with the key views. When certain of identity write down the name Fiat G91 against the appropriate number.

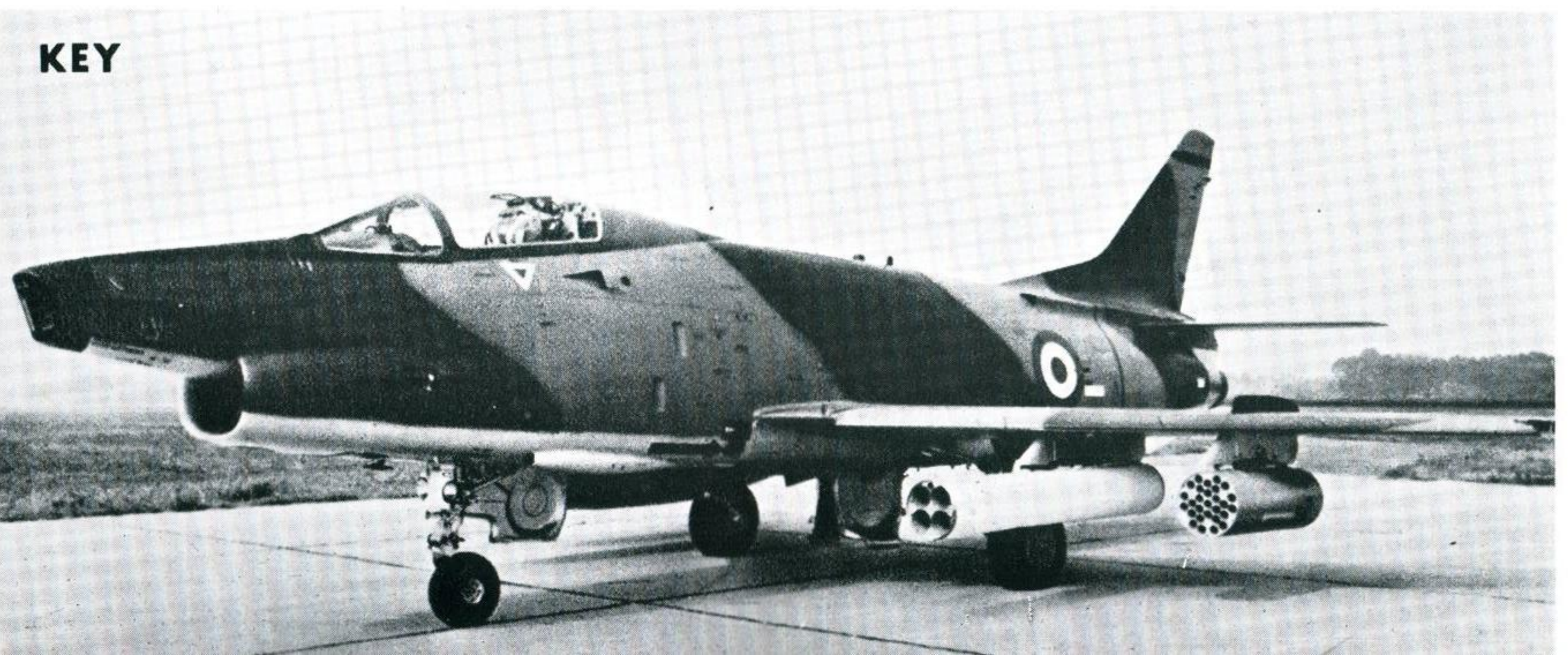
While the heading is Fiat G91Y, since this is not a complete lesson but an adjunct to cover the "Y" variant, Fiat G91 is an acceptable reporting name.

Solutions on the cover

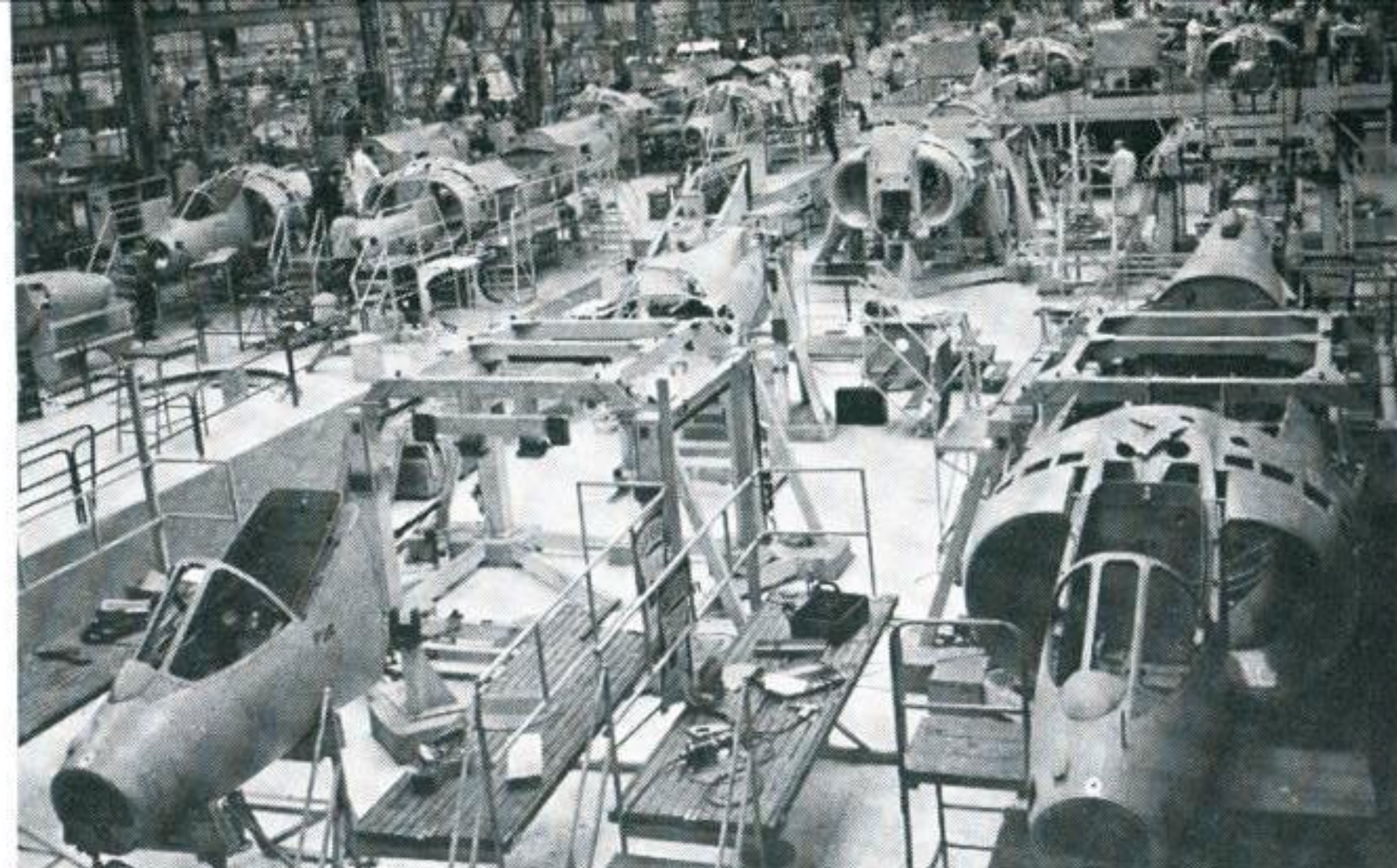




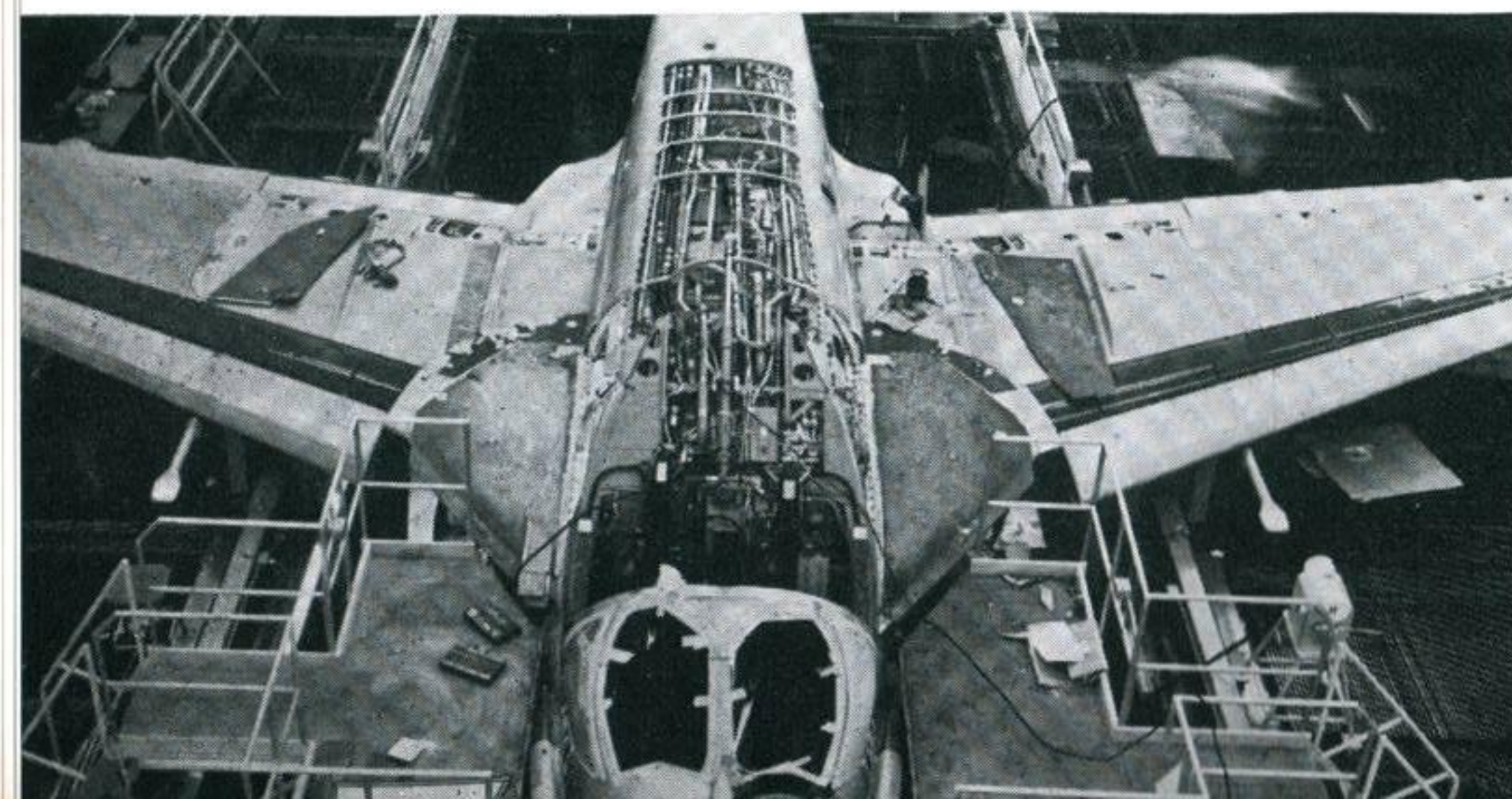
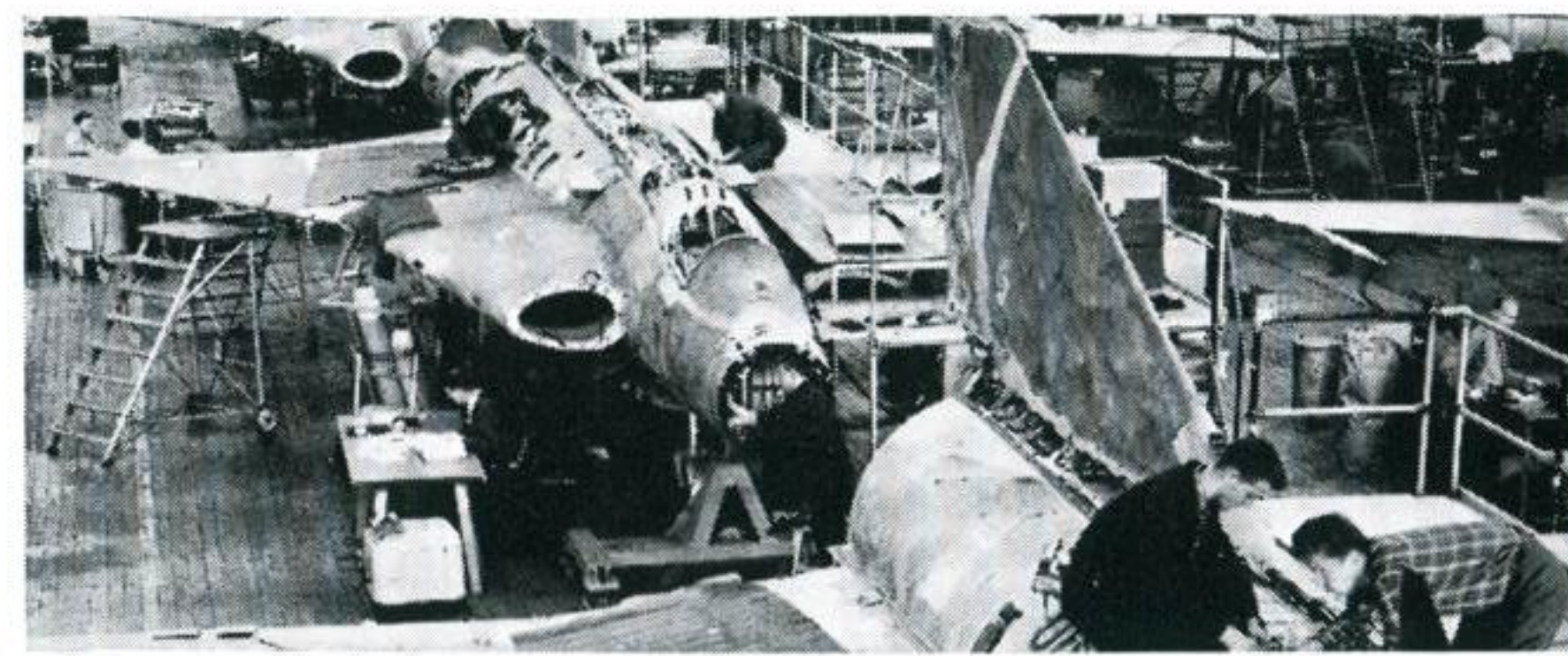
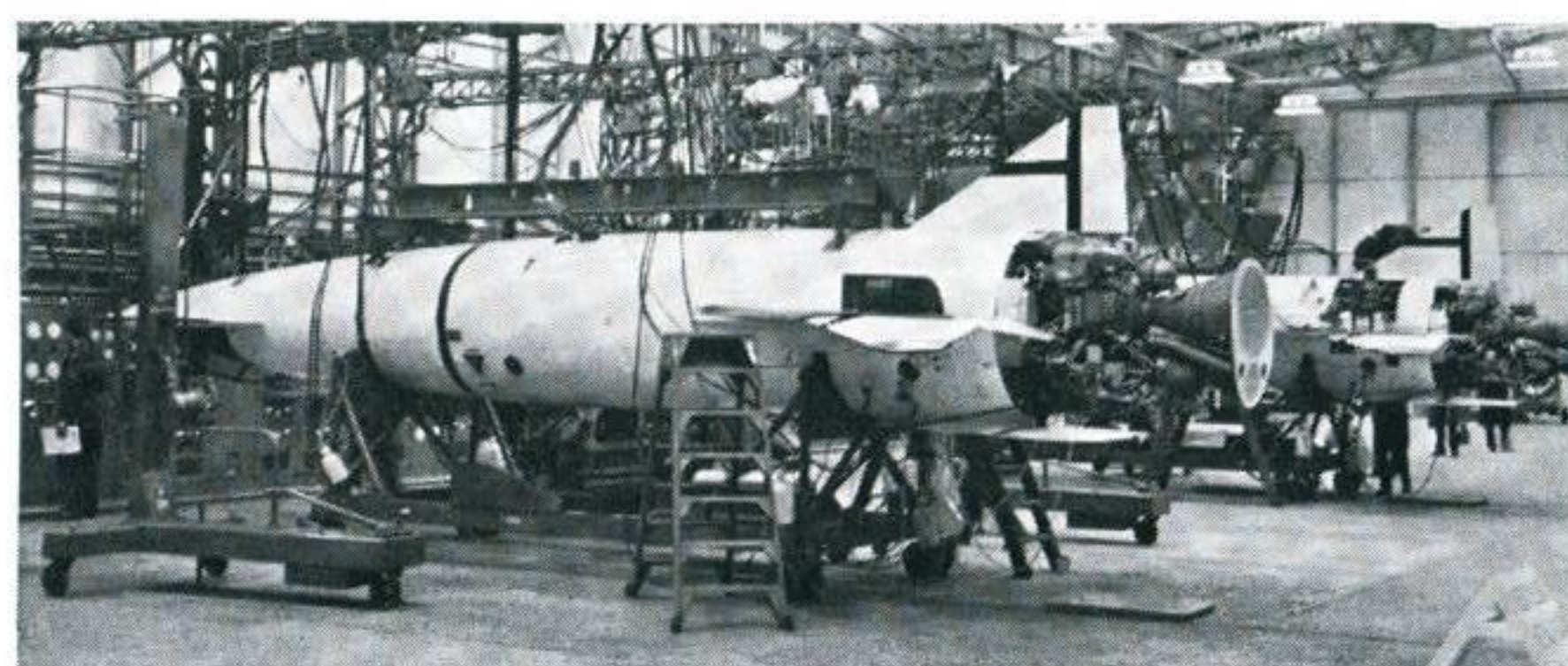
KEY

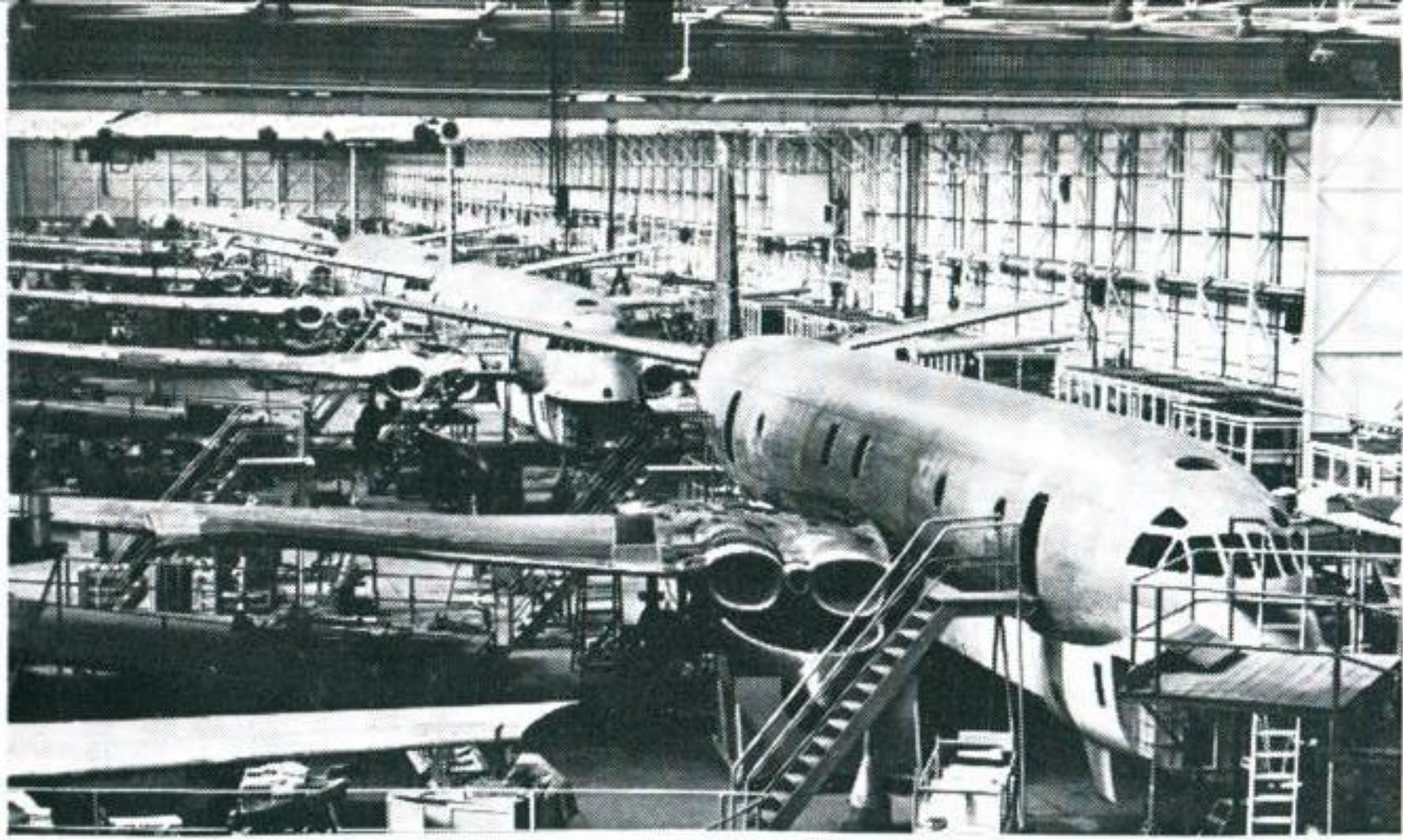


WHAT'S BUILDING?



Taken on the assembly lines, each view shows aircraft types at a sufficiently advanced stage of assembly to show the characteristics of their type and therefore identifiable. The title should perhaps more correctly be "What was building?" for some of the views were taken some years ago, but all are of types currently flying. This is a test of your ability to identify aircraft. Check your answers with the solution on the back cover. One missile is included in these views.

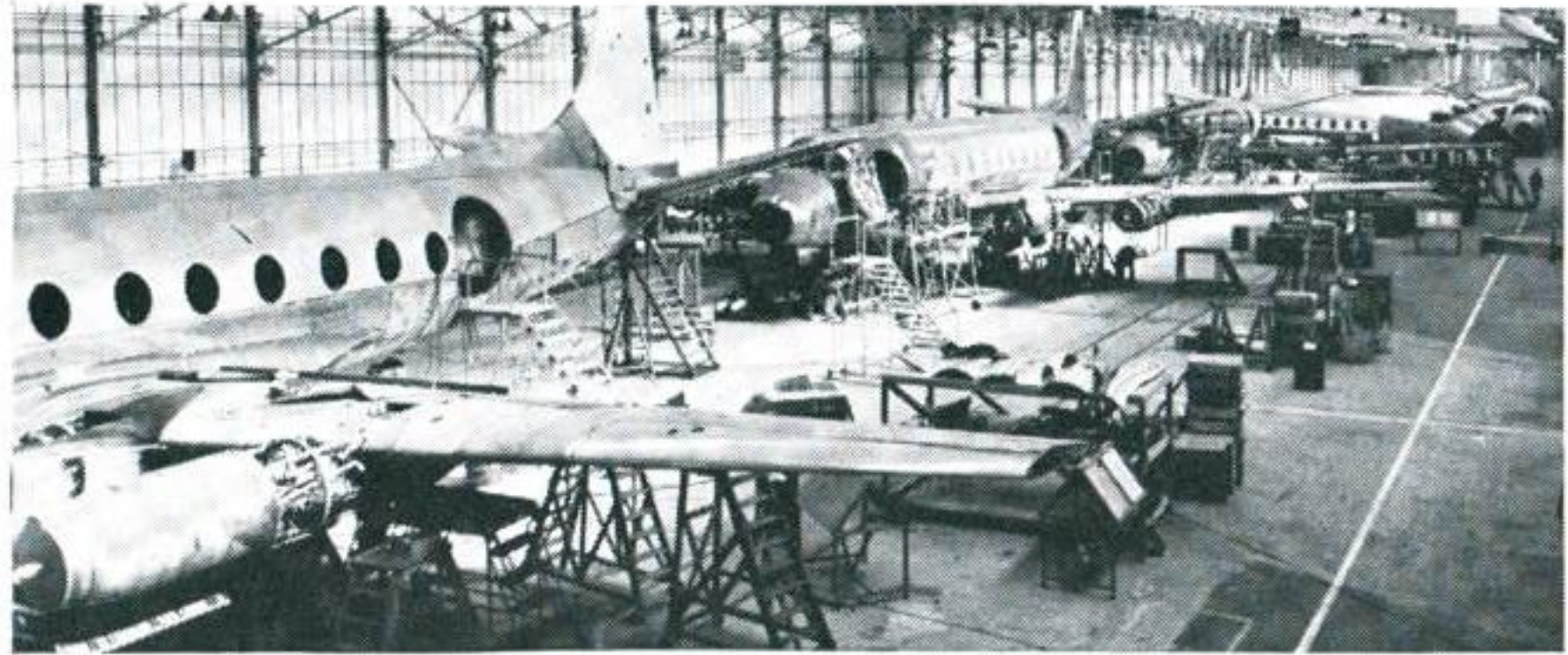




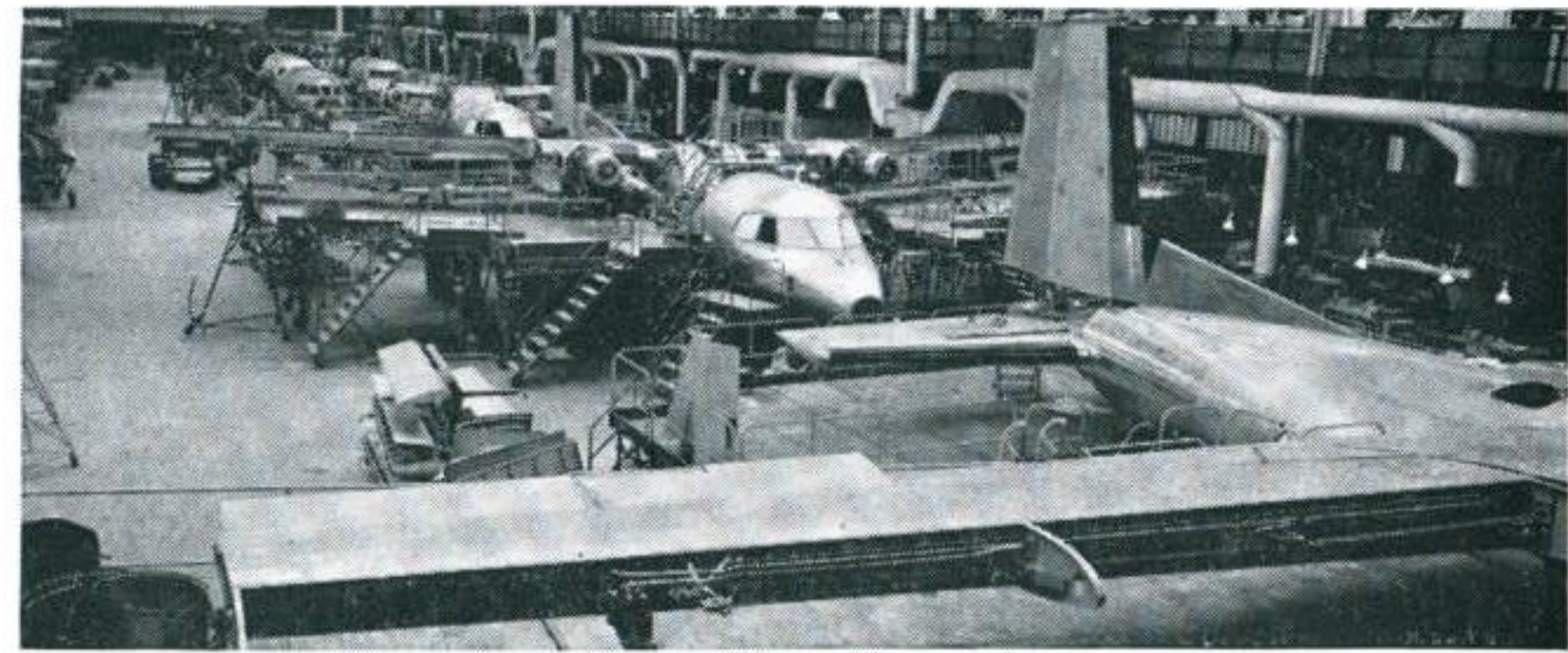
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17



12



18



13



19



14



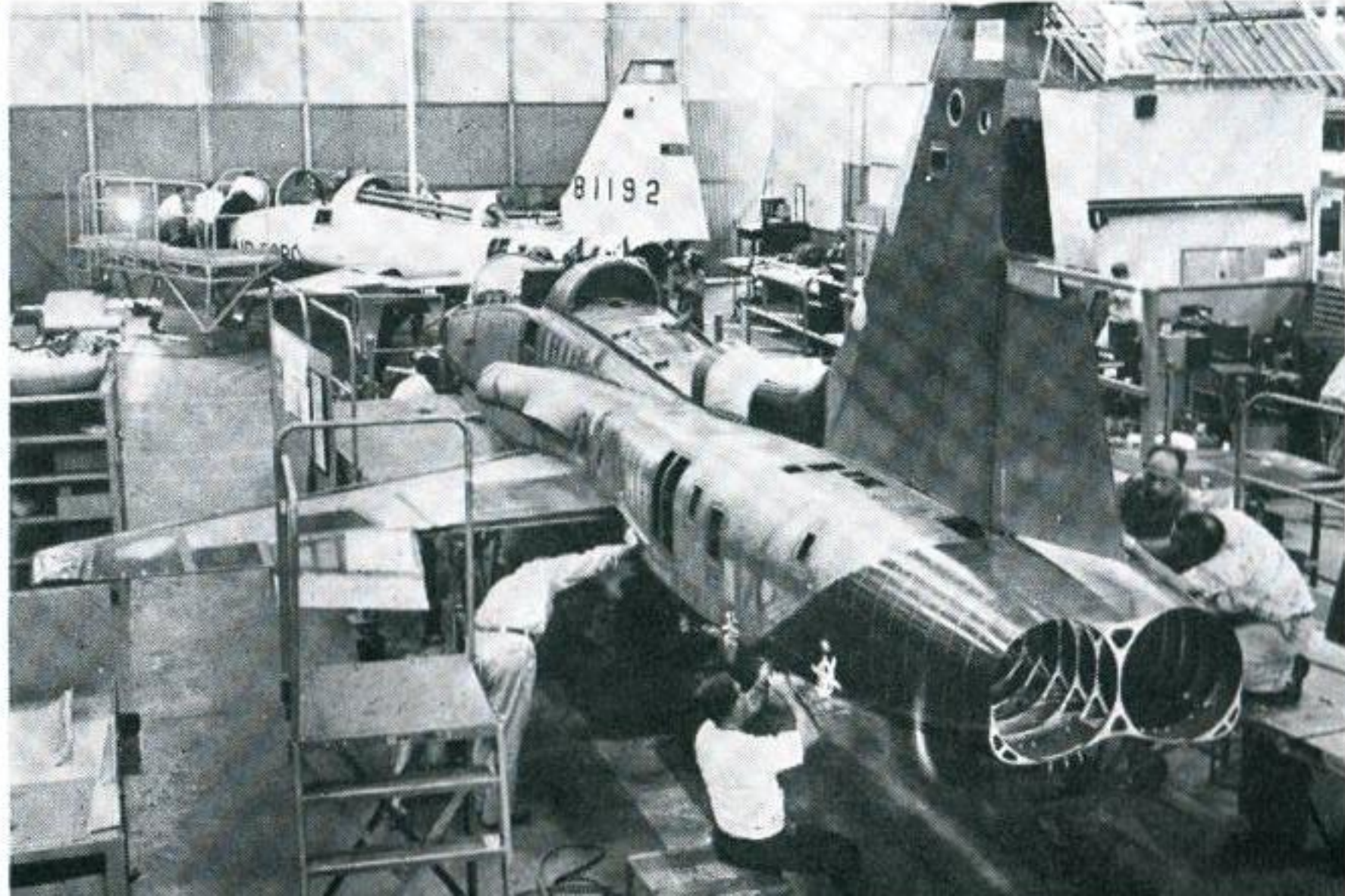
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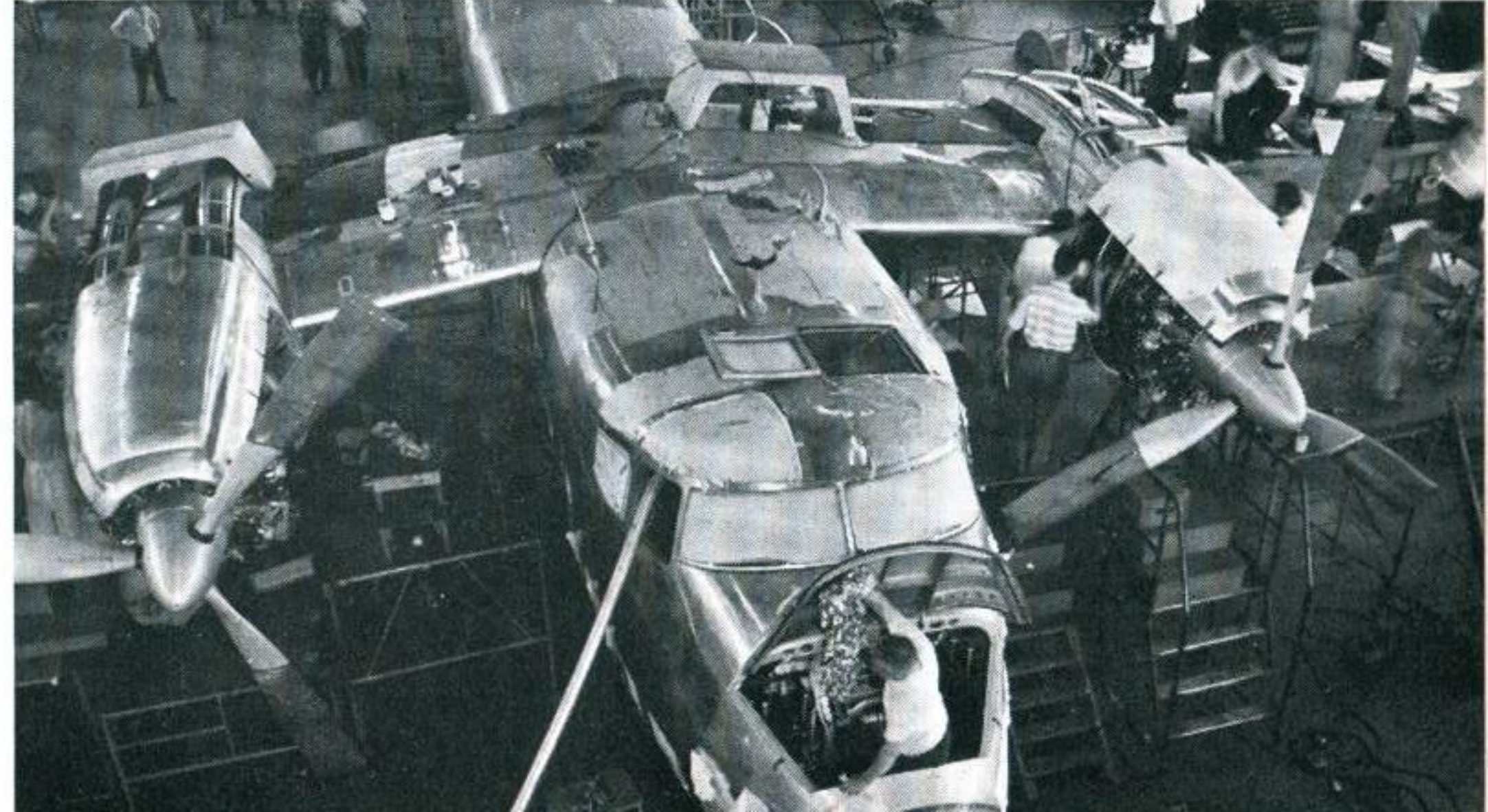
15



21



16



22

KEY



SKYCRANE

The Sikorsky S-64 Skycrane is a flying crane military helicopter powered by two Pratt & Whitney gas turbine engines. In US Army service it is known as the CH-54A. Equipped with interchangeable pods, it can be used for troop-carrying (67 troops), mine-sweeping, cargo and missile transport, anti-submarine or field-hospital operations. To facilitate the picking up of loads the undercarriage can be extended or shortened hydraulically by the pilot. Three prototypes were constructed—one for the US Army and two for evaluation by the West German armed forces—and production aircraft are in service with the US Army's 478th Aviation Company in Vietnam and in Europe. Two com-

mercial versions, designated S64E, were recently delivered to a US oil drilling company for oil prospecting in Alaska.

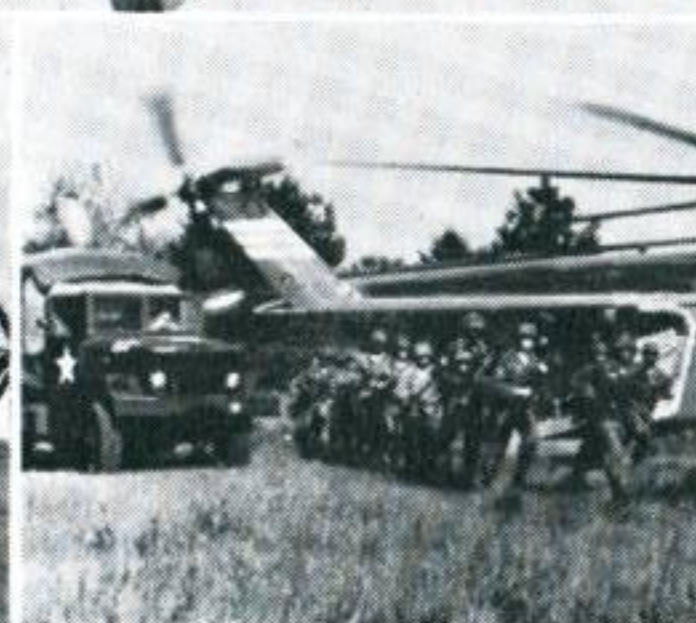
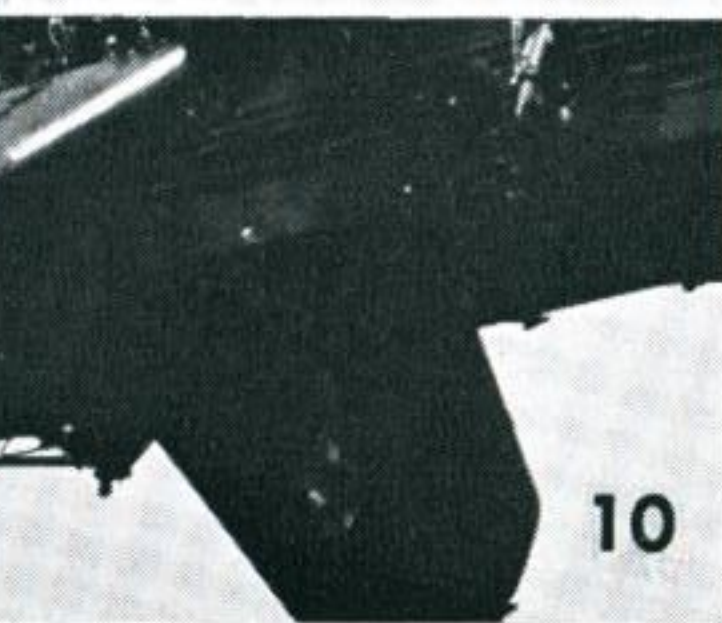
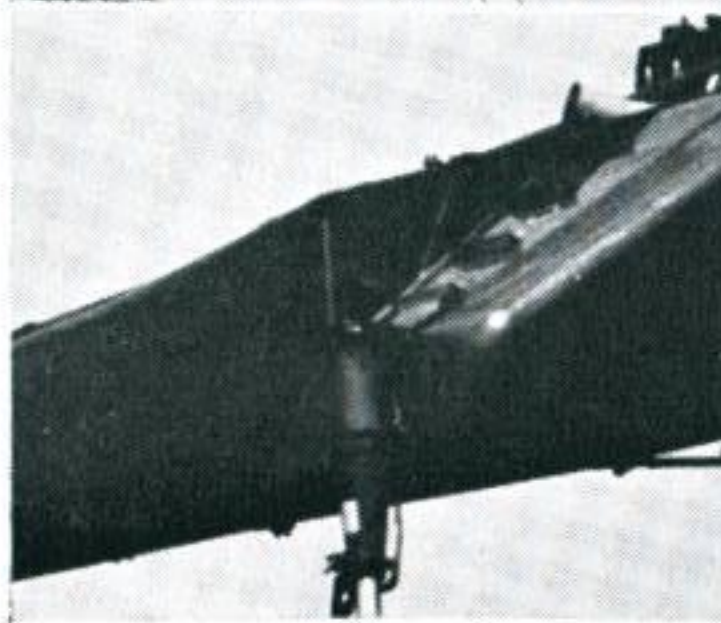
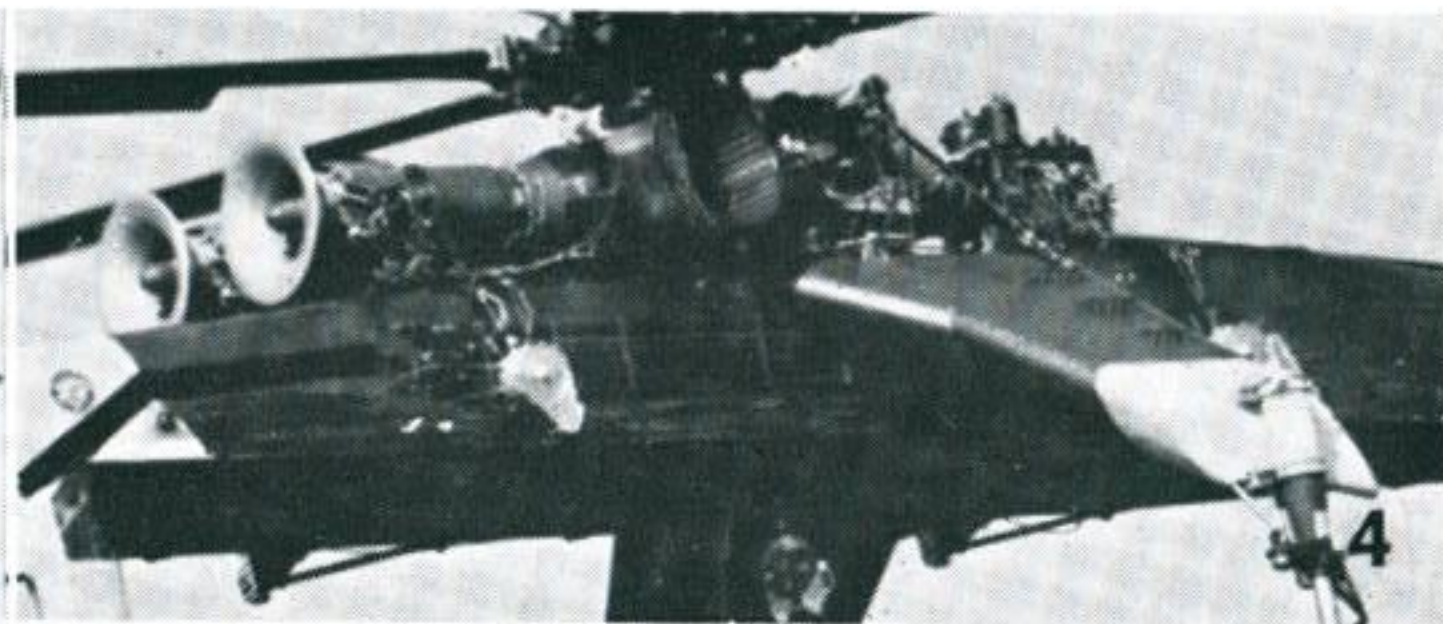
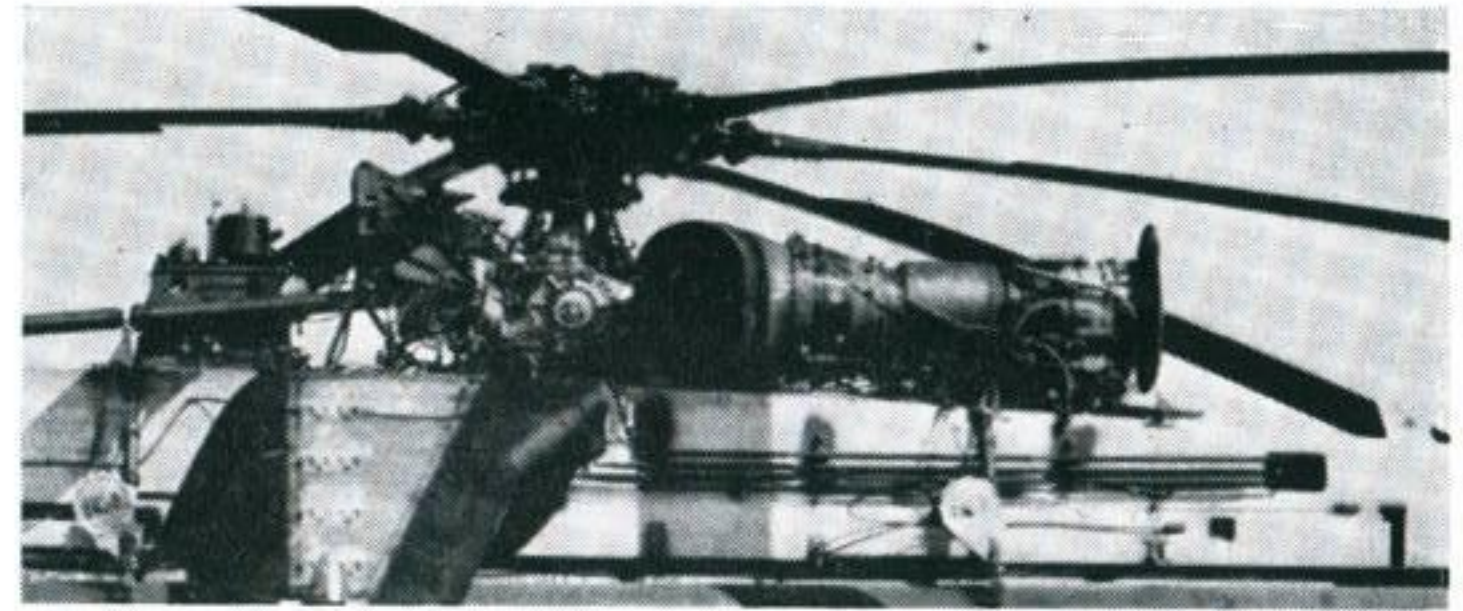
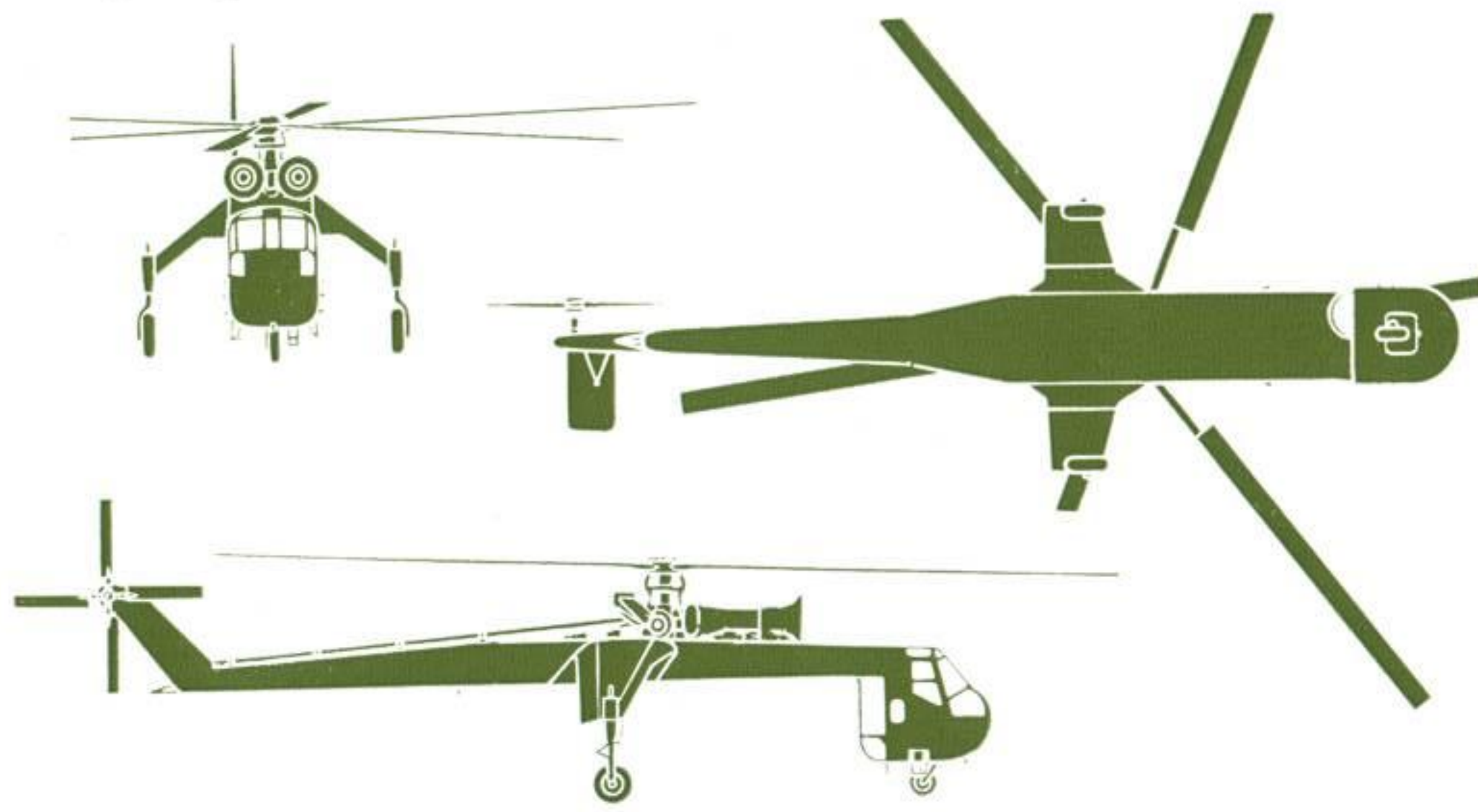
To gain maximum benefit from this lesson, read the preceding text, study the key pictures and the silhouette. Prepare a list of numbers 1 to 30.

Write against the appropriate number the reporting name Skycrane as each target view is identified by reference to the key views; these may be done in any order. Use targets positively identified to assist with the more difficult views. Beware of jokers deliberately included.



KEY

Fuselage length 70 ft 3 in



Solutions on the back cover

continued overleaf





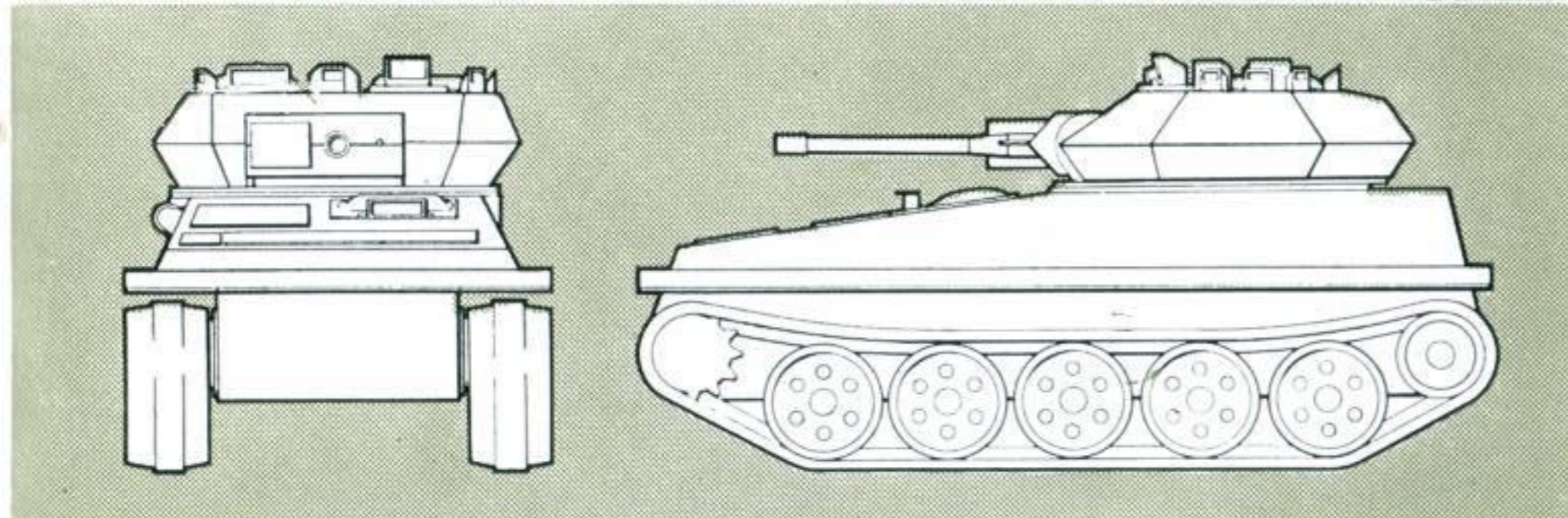
SKYCRANE *continued*

Solutions are on the cover



New British Light Tank

ALVIS SCORPION CVR(T)



An important advance in the development of armoured fighting vehicles has taken place recently with the appearance of the Alvis Scorpion CVR(T) or Combat Vehicle, Reconnaissance, Tracked. This new British light tank is the first in the world to be armoured entirely with aluminium. It also combines a remarkable degree of mobility with an armament which is very powerful in relation to its size.

In principle aluminium armour is no longer new for it is ten years since it began to be applied to fighting vehicles in the United States. However, its use there has been largely for the hulls of armoured personnel carriers, such as the M113. More recently aluminium armour has also been used for the hull of the US M551 Sheridan light tank but its turret is still of steel. Thus the Scorpion represents a significant advance on the Sheridan since its turret, as well as its hull, are welded from aluminium armour plates.

The great advantage of aluminium armour is that it saves weight compared with steel-armoured vehicles offering the same degree of protection. The weight savings resulting from the adoption of aluminium armour are particularly important in the case of the Scorpion in view of the British Army requirement that it should be light for air-transportability and off-the-road mobility. Its fully laden weight was not, in fact, to exceed 17,500 lb and as a result of the very close attention paid to weight throughout its development the Scorpion has met its weight target.

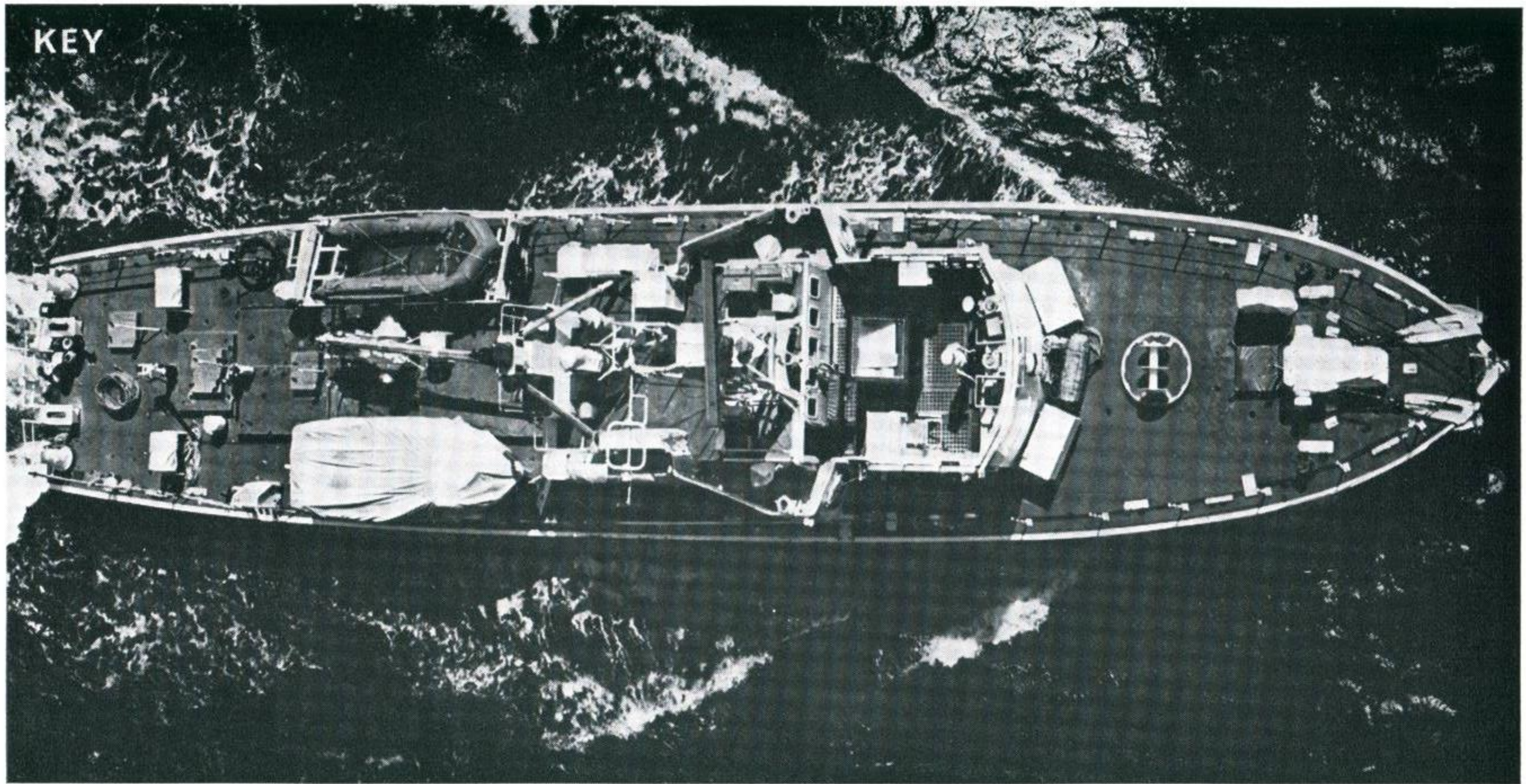
As a result of their light weight and very compact dimensions two Scorpions can be carried in such standard military transport aircraft as the C-130 Hercules. What is more, the light weight of the Scorpion made it possible to reduce its ground pressure to as little as 5 psi, which enables it to move over soft ground impassable to other armoured vehicles and difficult even for men to cross on foot. Its light weight has also helped to make the Scorpion amphibious by the addition of a relatively small collapsible flotation screen.

To keep its weight down aluminium has been used not only for the hull and turret armour but also many other components. These include the cylinder block and head of the engine which is a militarised version of the 4.2 litre six-cylinder Jaguar XK. The engine develops 195 bhp and gives the Scorpion a power-to-weight ratio of 26 bhp per ton, which is well above that of most other tracked armoured vehicles. So is the Scorpion's maximum road speed of 50 mph. However, to meet possible user preference for a diesel, particularly abroad where diesel-engined American-built armoured vehicles are already used, the Scorpion has also been developed to take a General Motors two-stroke diesel as an alternative to the Jaguar engine.

One of the most important military characteristics of the Scorpion is its main armament which consists of a turret-mounted 76-mm gun. This gun is similar to that already well proved in the Alvis Saladin armoured car and makes the Scorpion exceptionally well armed in relation to its weight. In addition to the 76-mm gun there is also a coaxial 7.62-mm machine gun.

The crew of the Scorpion consists of three men: commander/loader and gunner who are located in the turret and the driver who is at the front of the hull, alongside the engine compartment. The layout of the hull with the driver and the engine located side-by-side at the front makes the Scorpion hull very suitable for the construction of several other light armoured vehicles, such as personnel carriers, command vehicles, missile launchers and others which are being developed.

All the early work on the design and development of the Scorpion was carried out by the Fighting Vehicles Research and Development Establishment but in 1967 Alvis Ltd also became involved and they are now constructing a series of prototype vehicles.

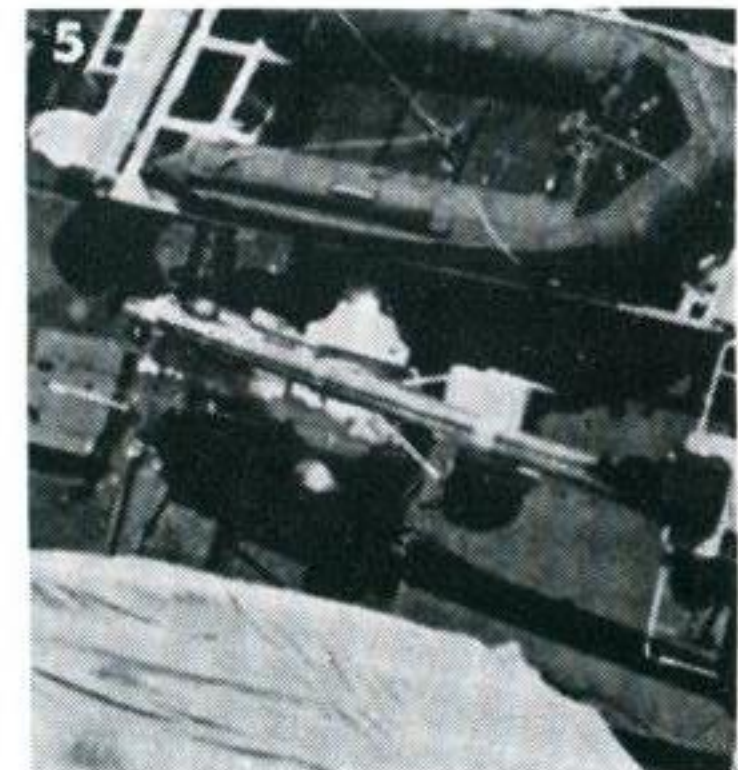
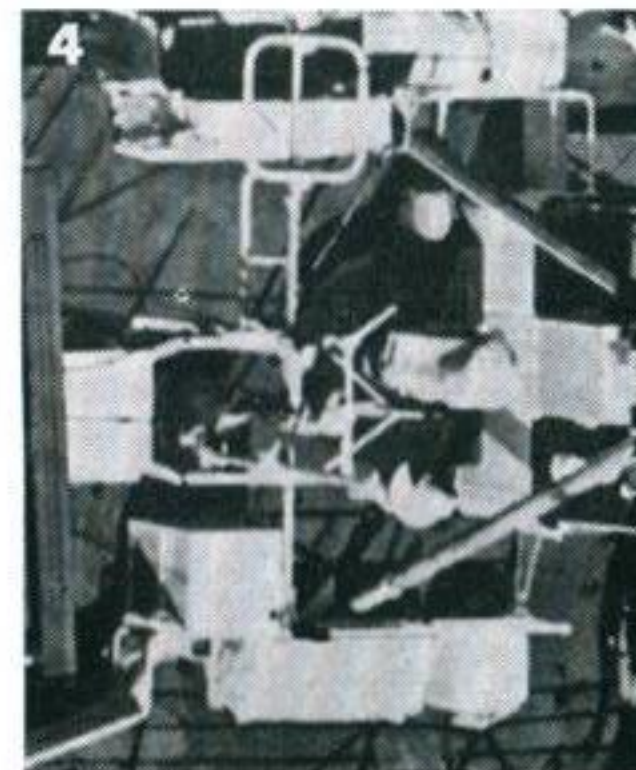
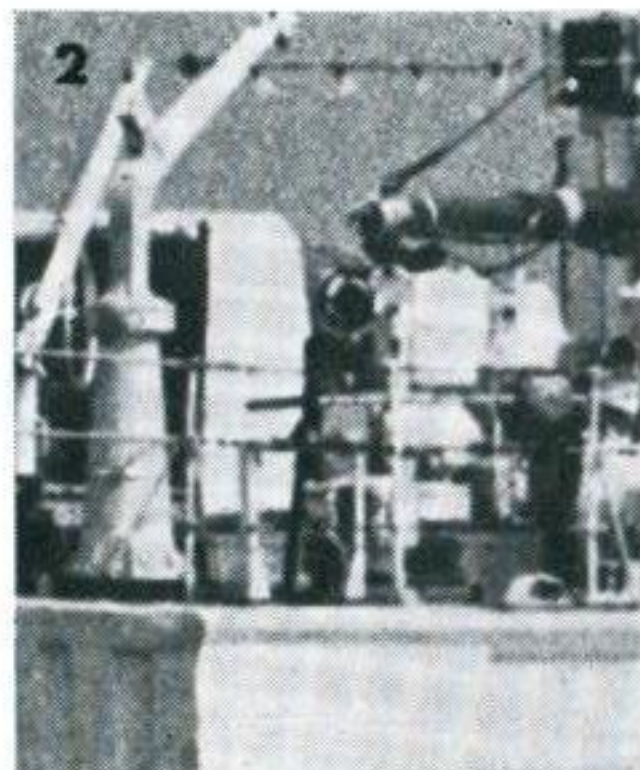
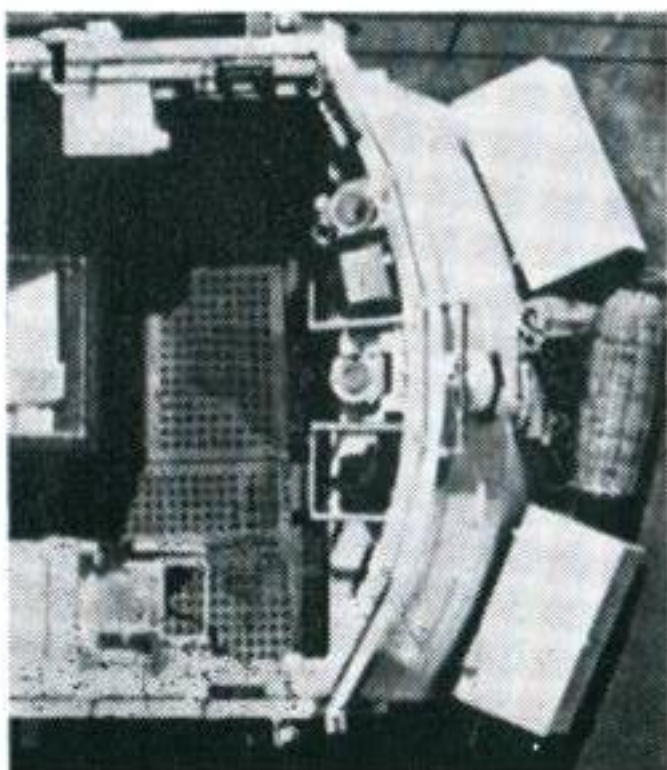


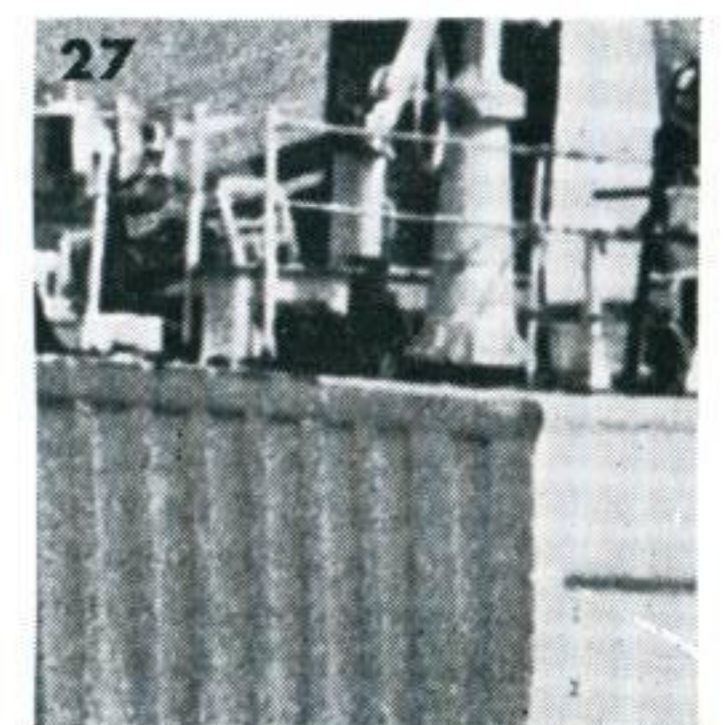
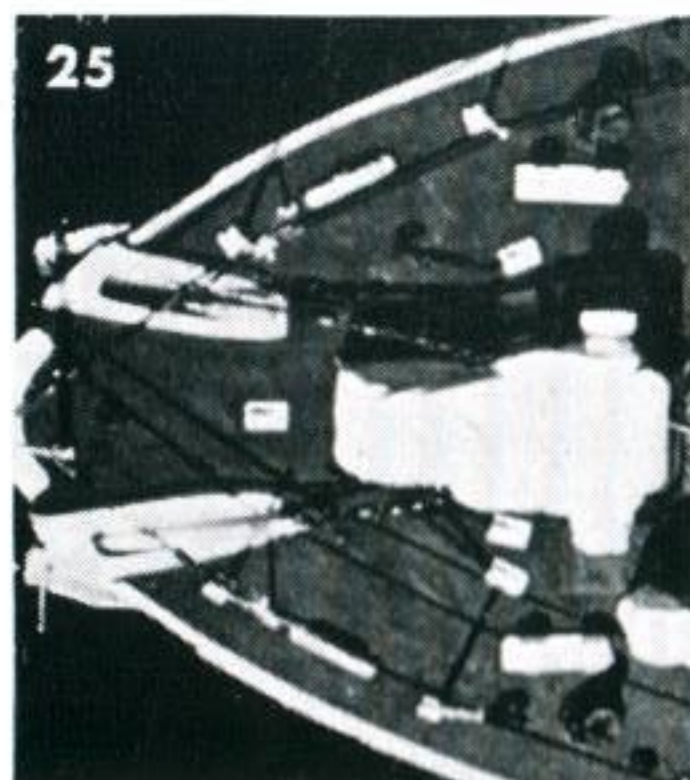
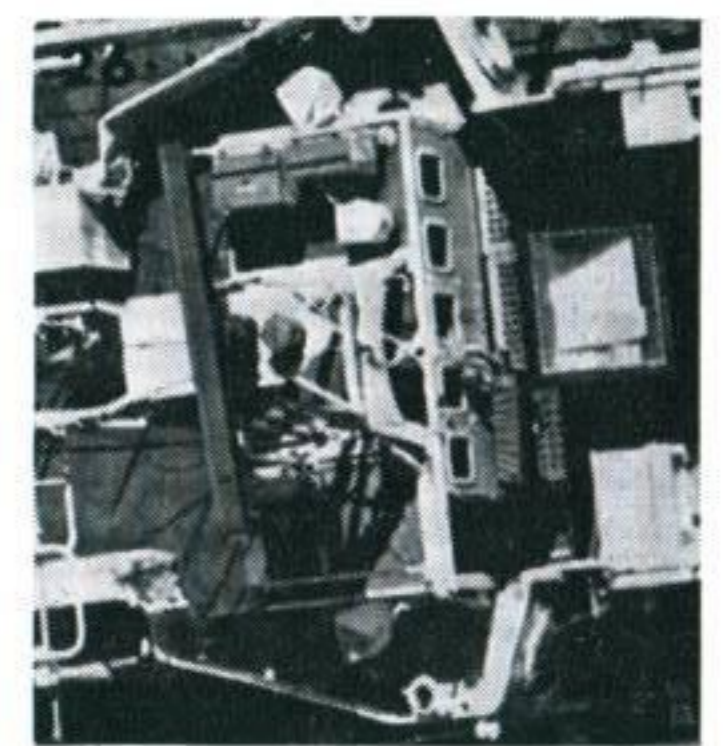
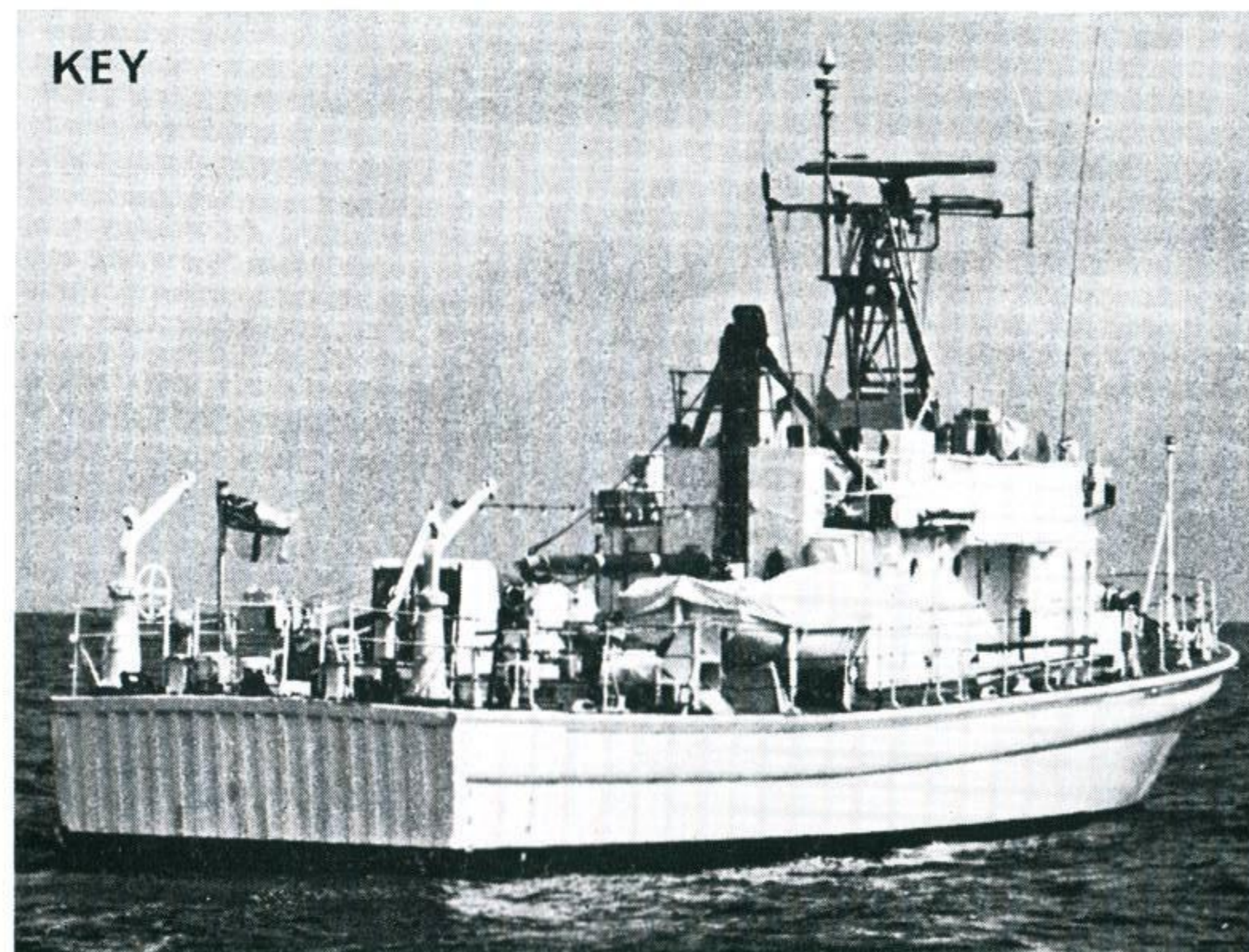
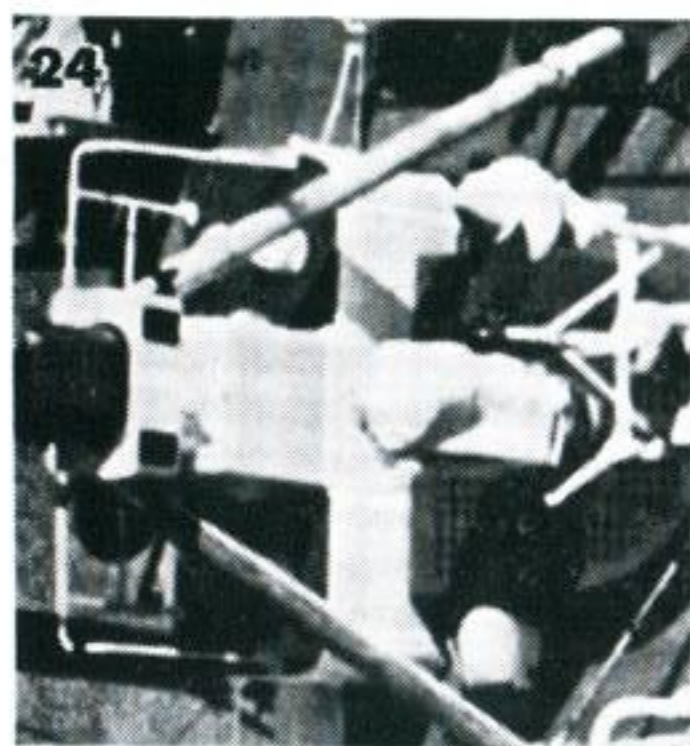
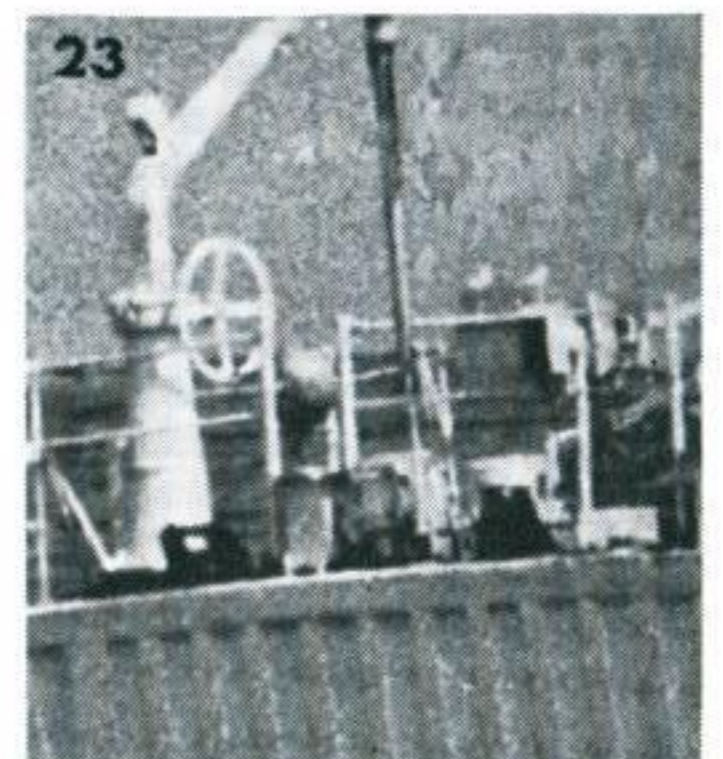
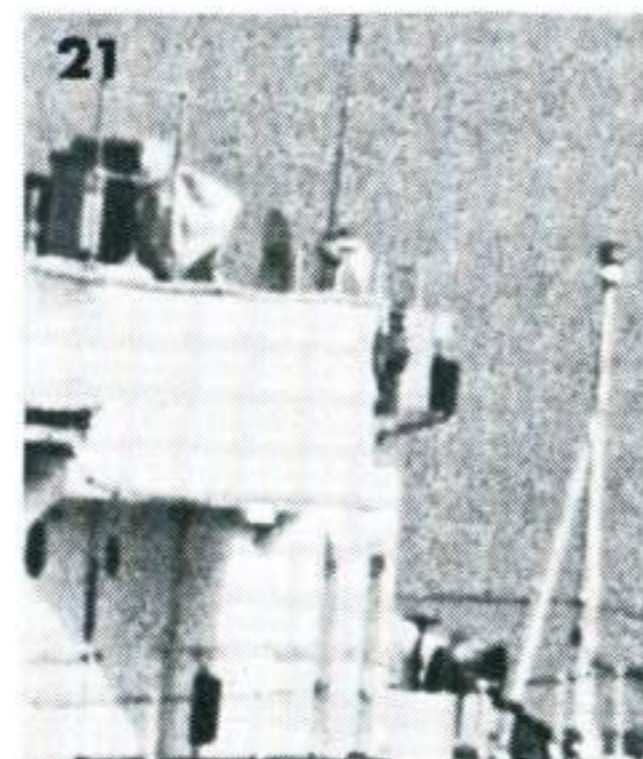
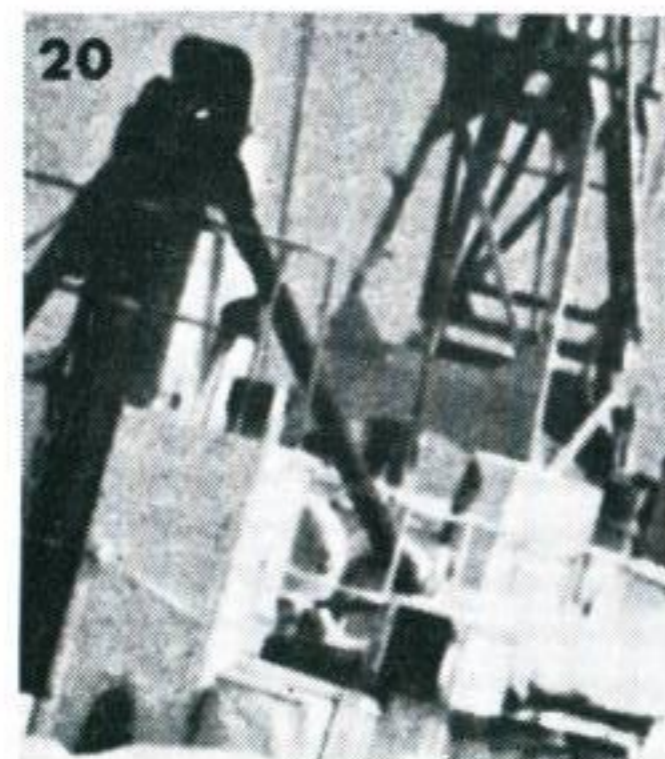
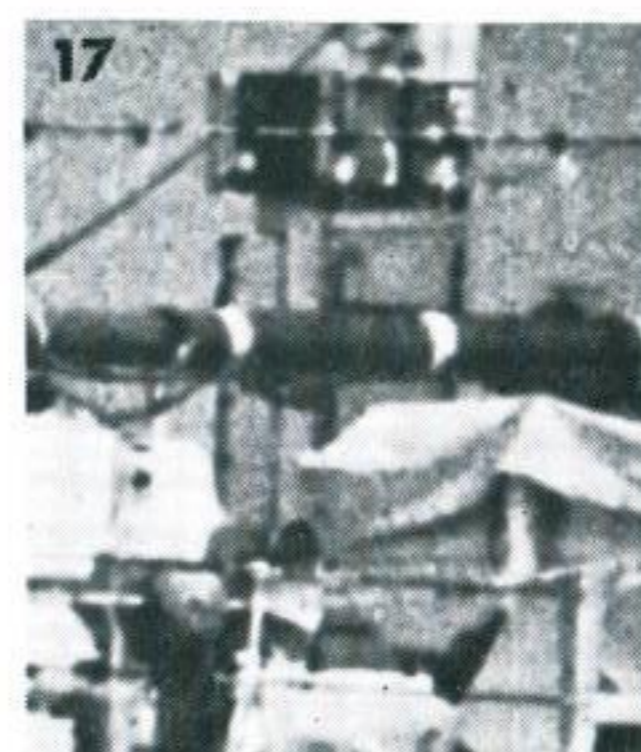
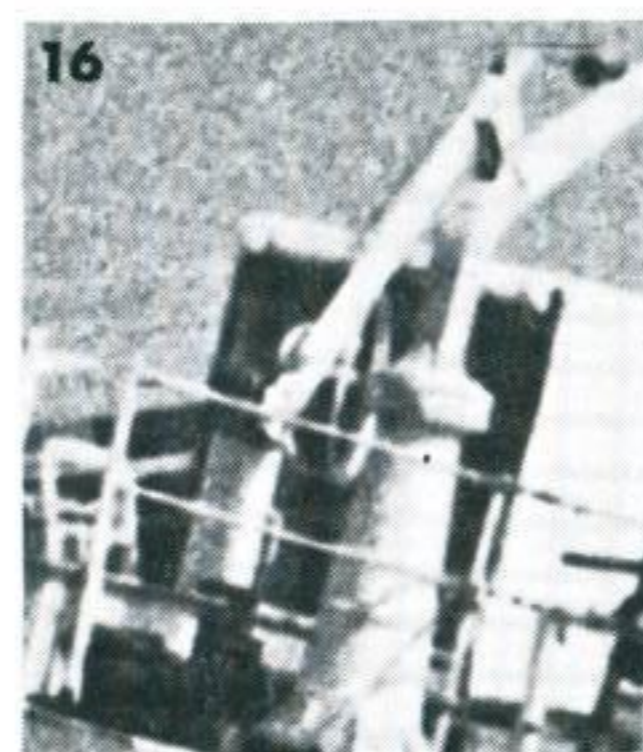
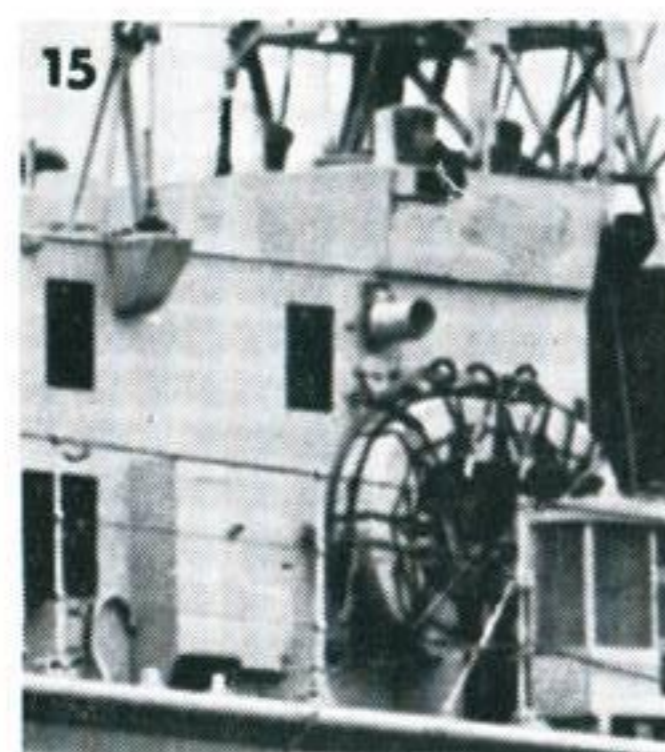
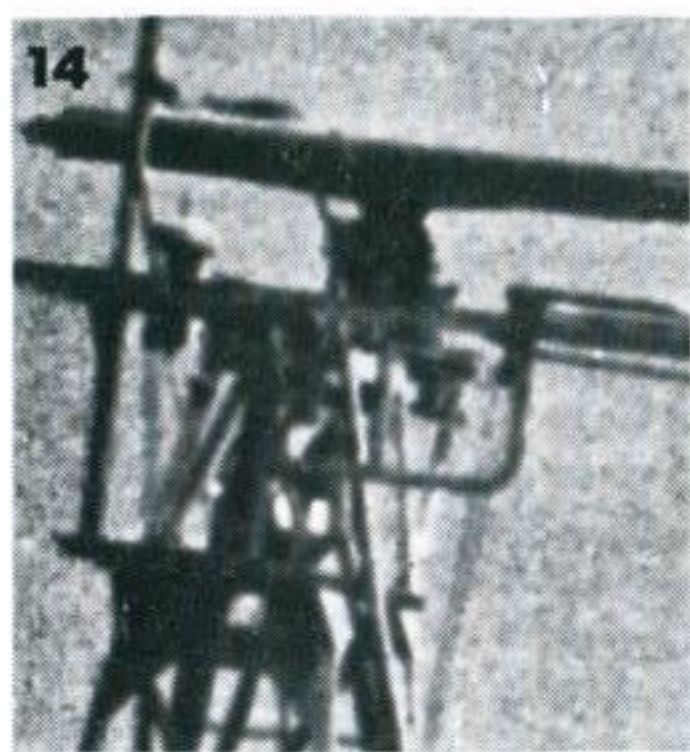
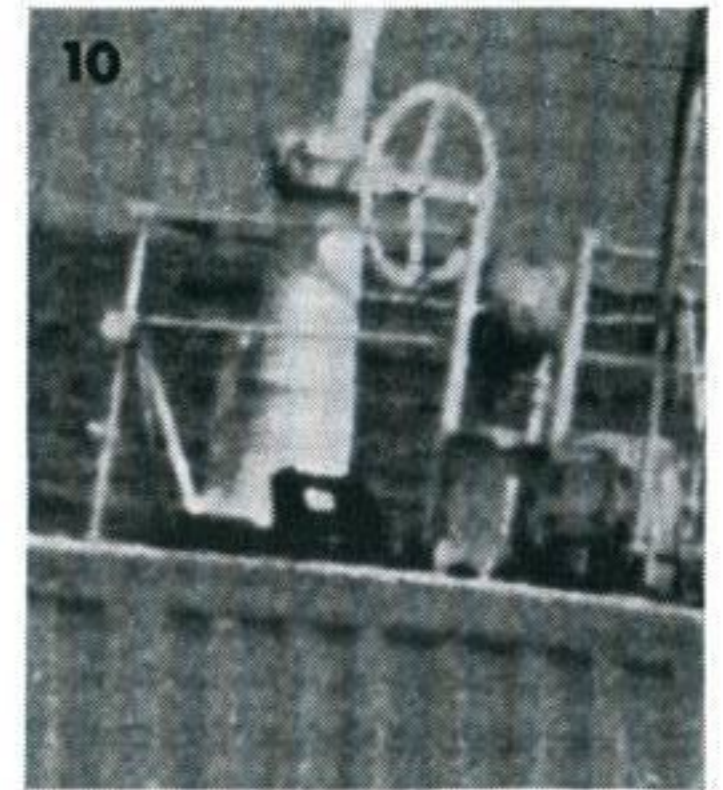
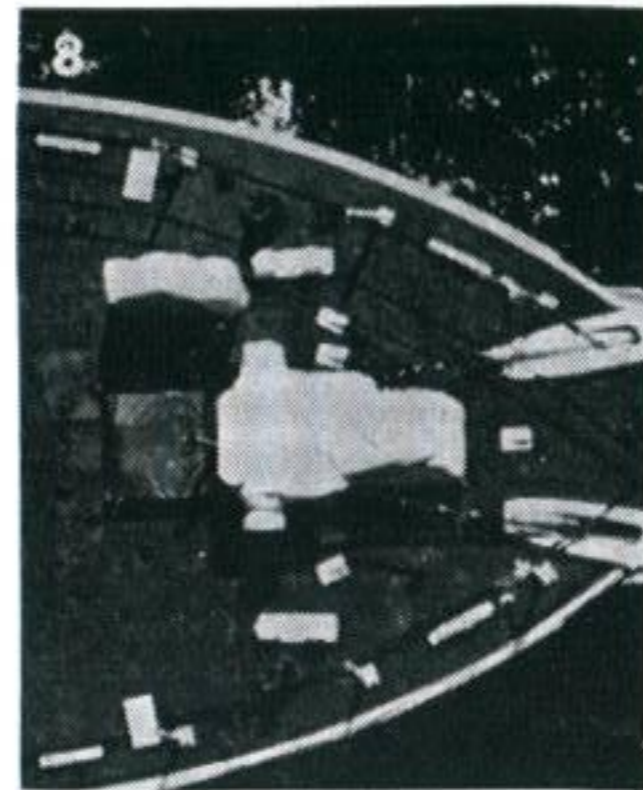
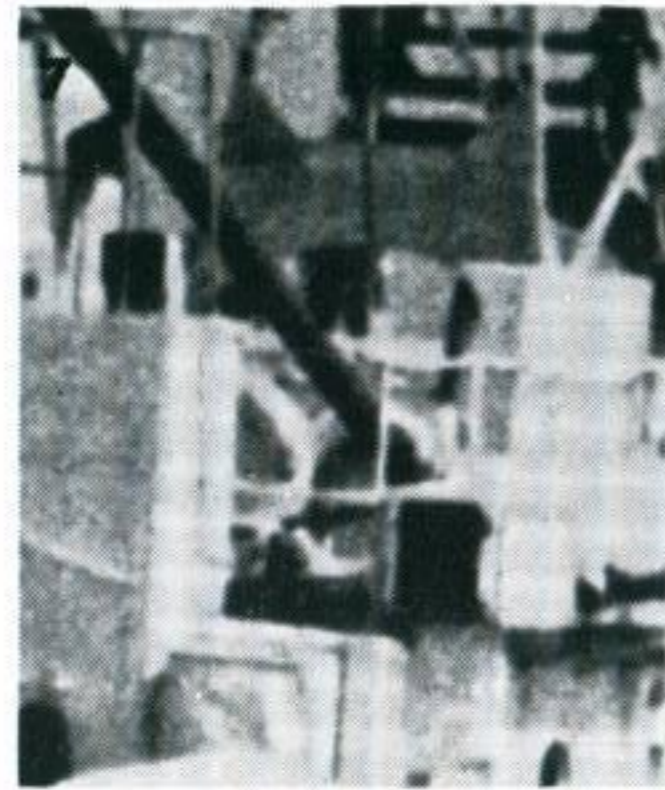
"E" CLASS INSHORE SURVEY CRAFT

A familiar sight in coastal waters and around harbours, the E Class inshore survey craft can navigate in shoal water and are equipped with echo sounding apparatus and modern radar for depth sounding and wreck location.

There are three ships of the class, *Echo*, *Egeria* and *Enterprise*, each of 160 tons displacement and a length overall of 107 ft. The normal complement is two officers and 16 ratings.

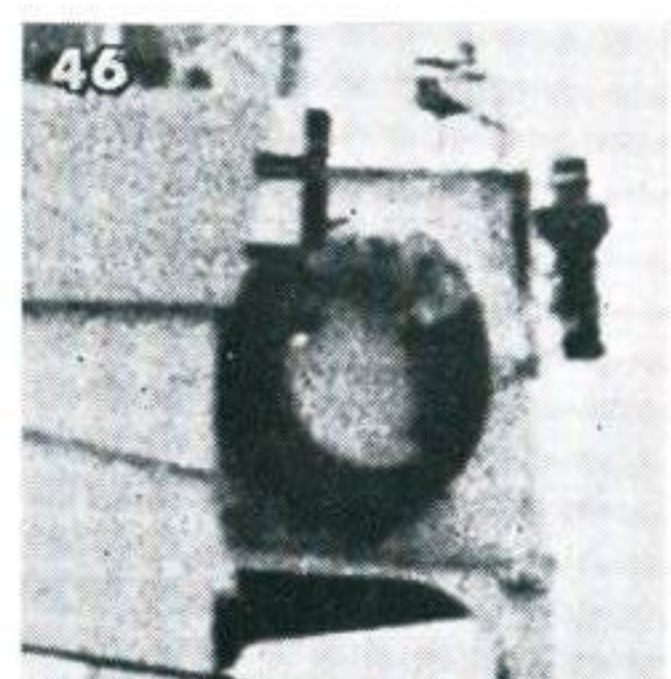
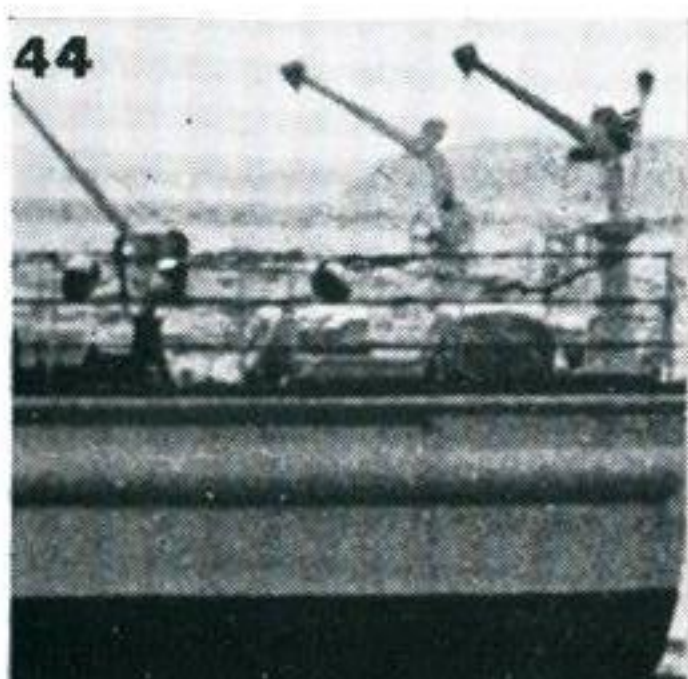
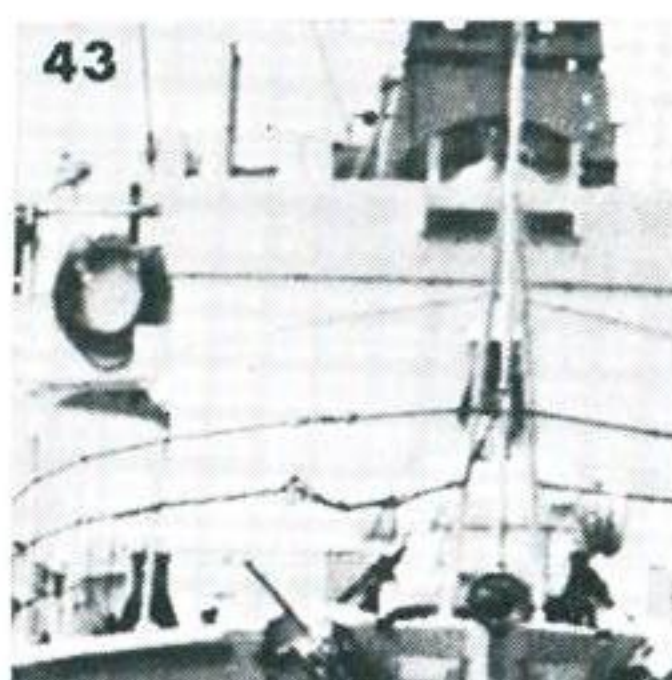
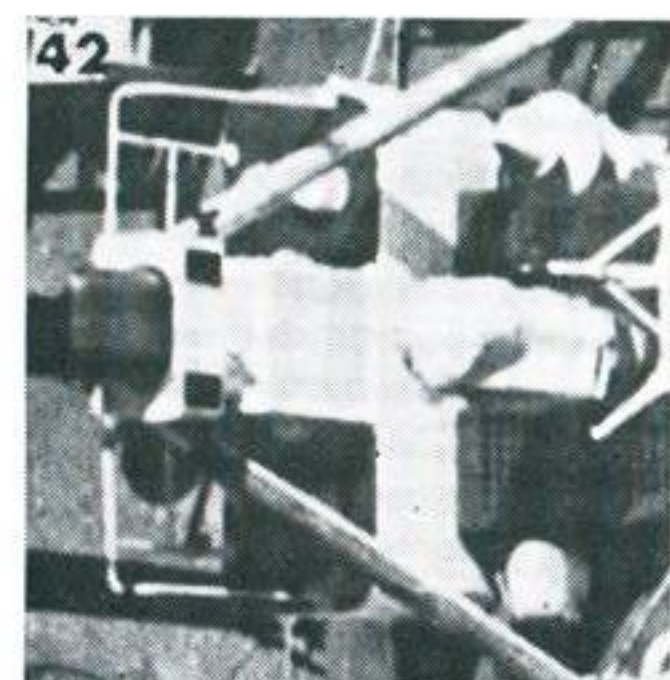
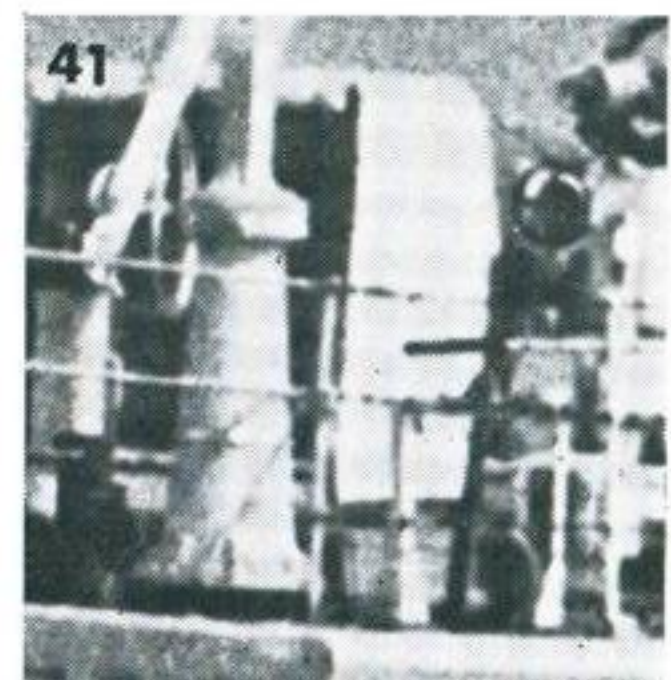
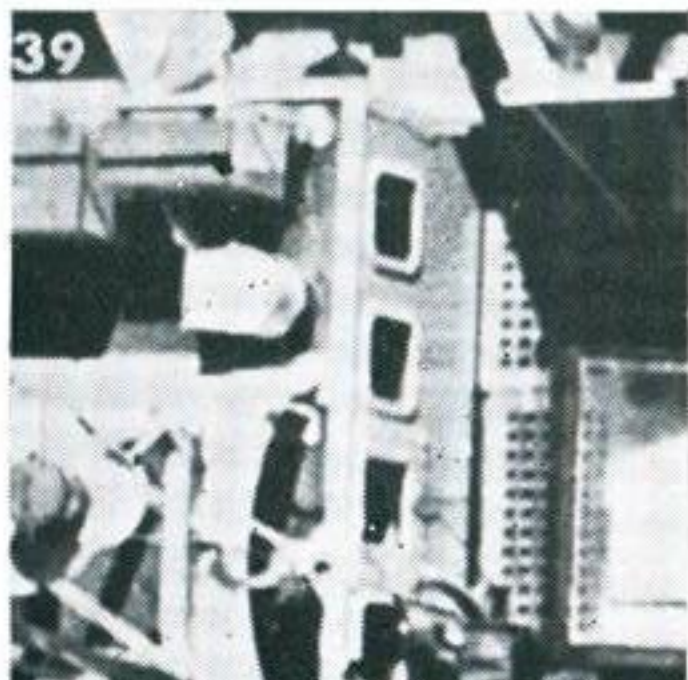
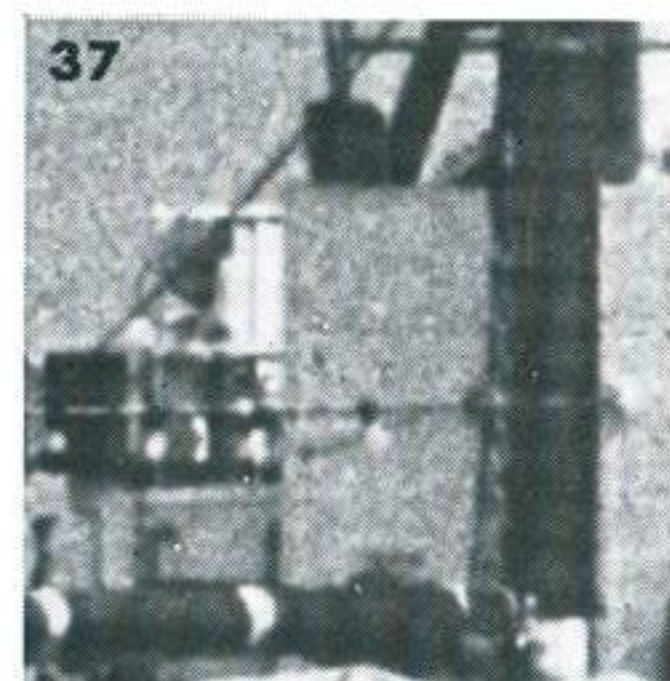
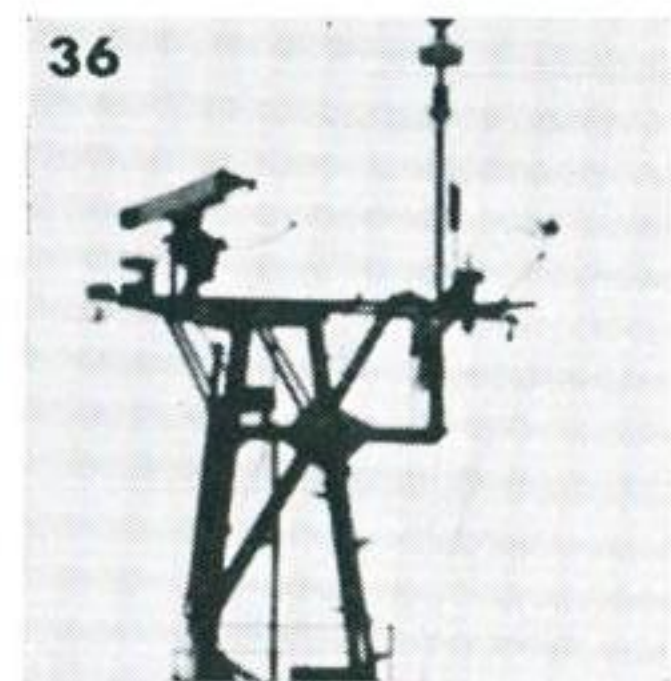
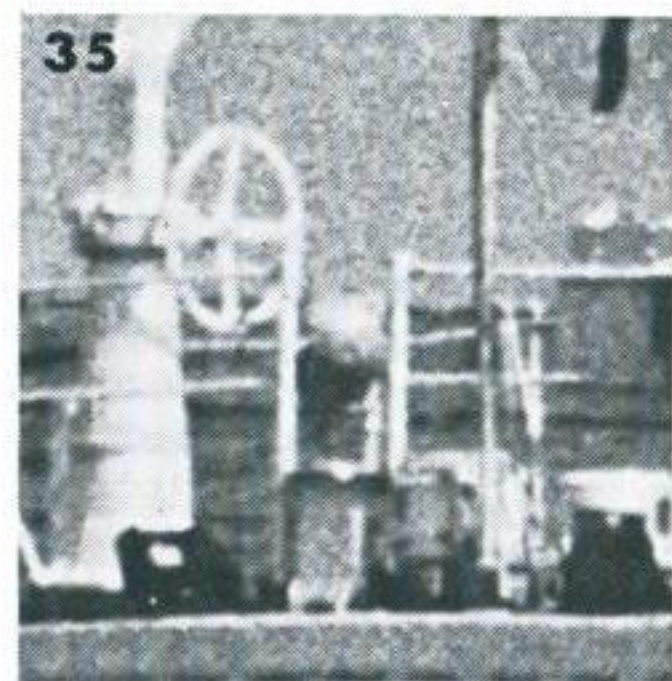
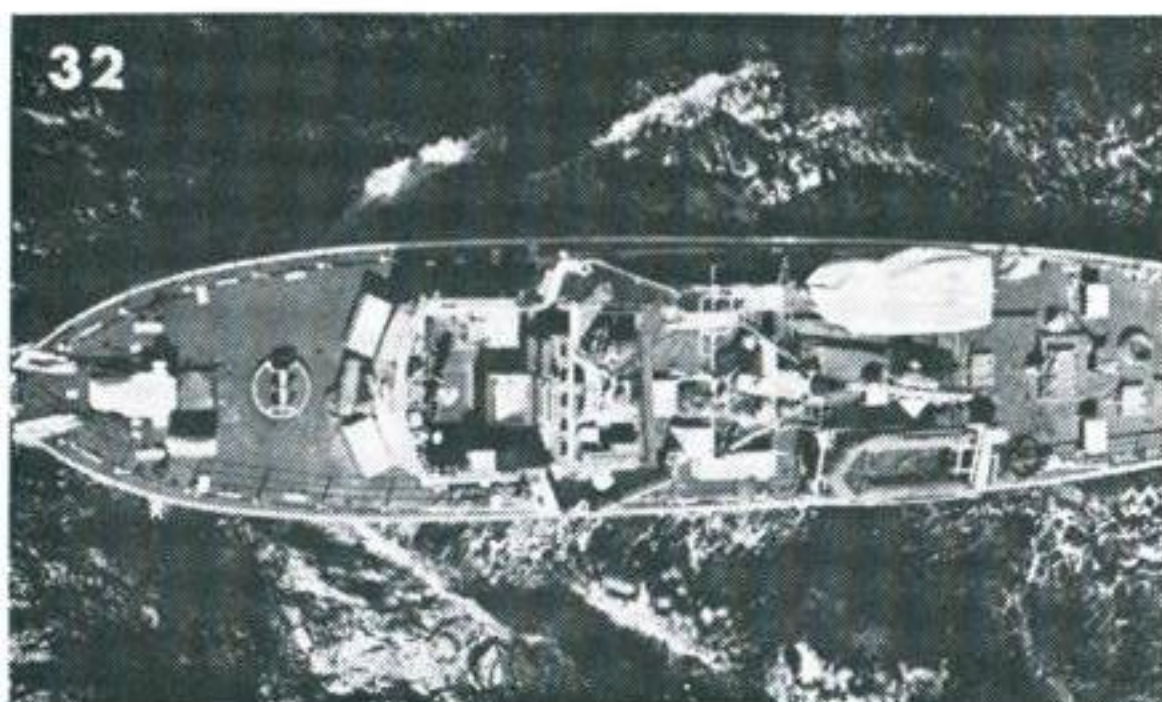
To learn to identify these craft prepare a list of numbers 1 to 61 so as to be able to tackle the targets in any order. Identify the target pictures by comparing them with the key views starting with the easy ones first so as to gain experience; use targets already positively identified to help with the more difficult views. When certain of the identity write E Class against the appropriate number on the list, but beware of joker craft. The solutions appear on the back cover.

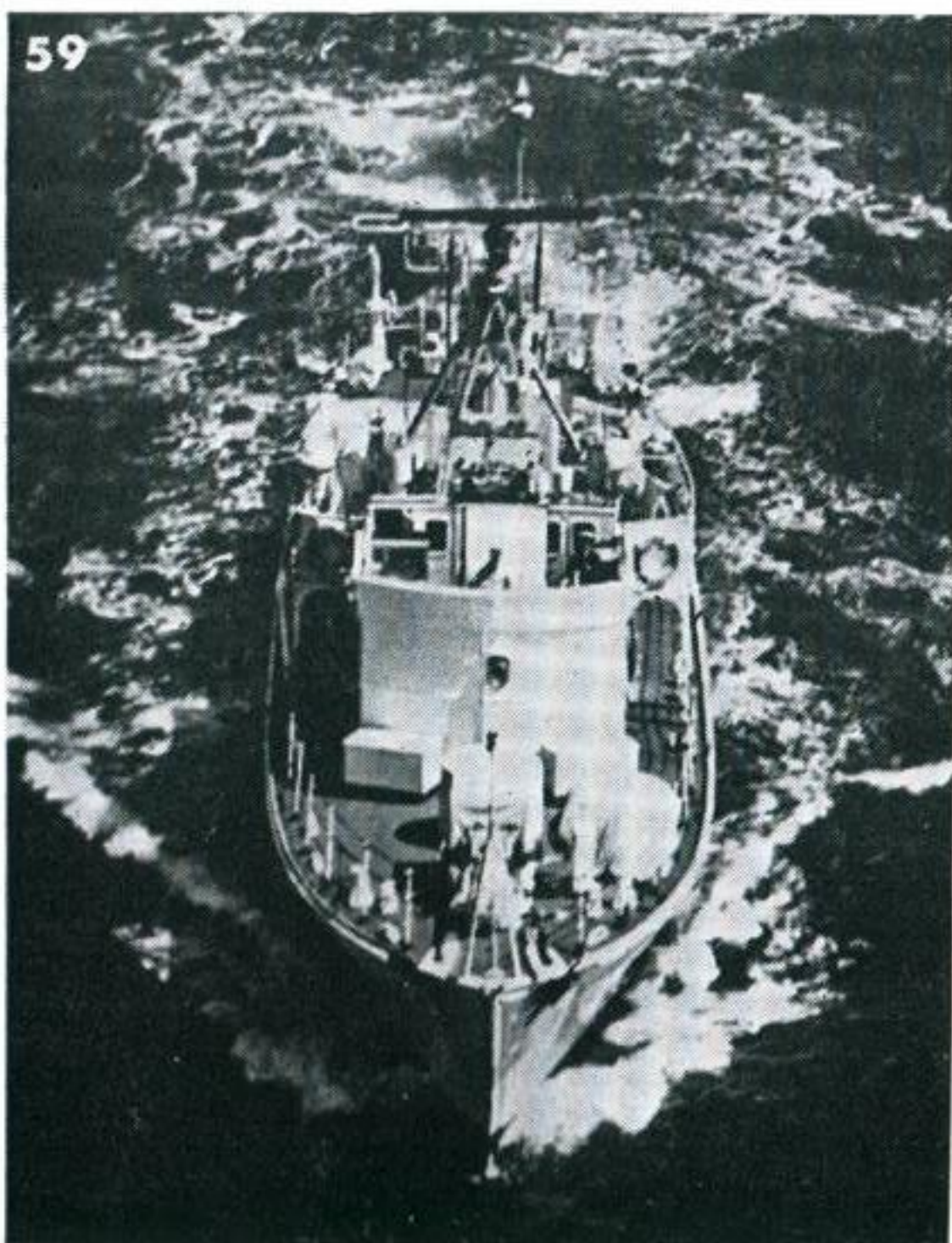
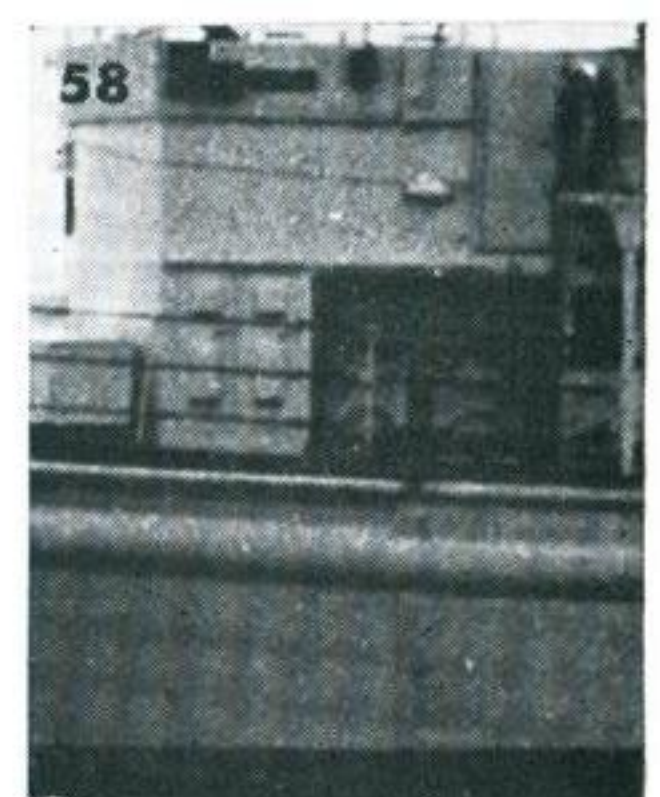
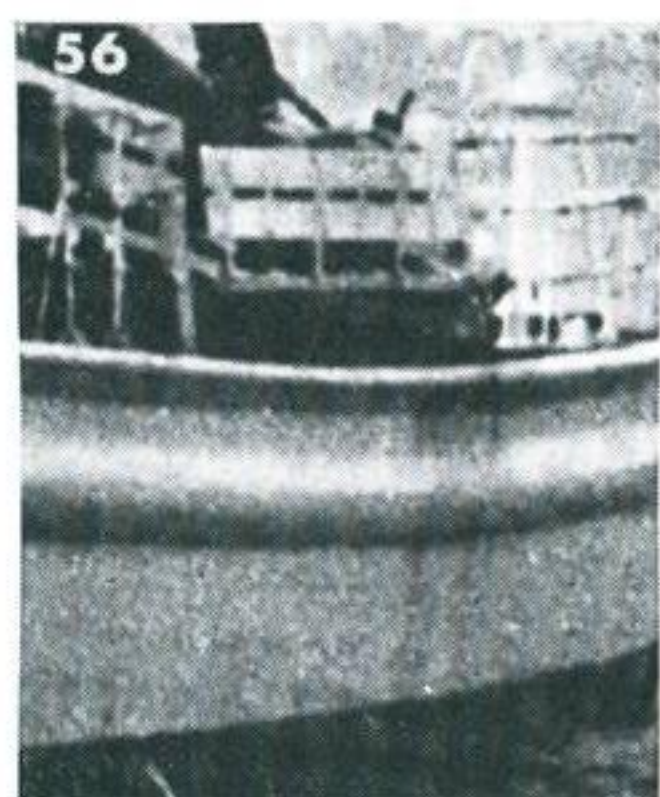
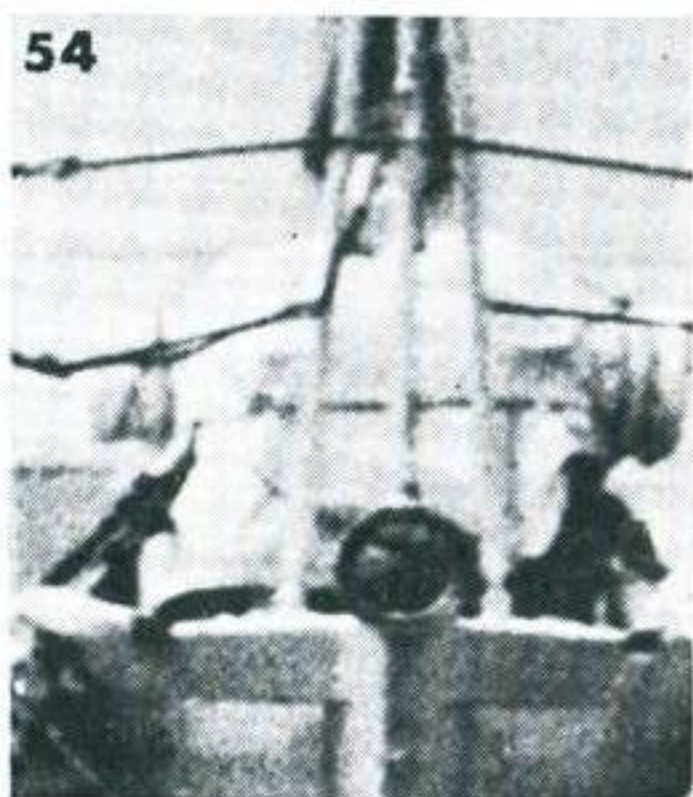
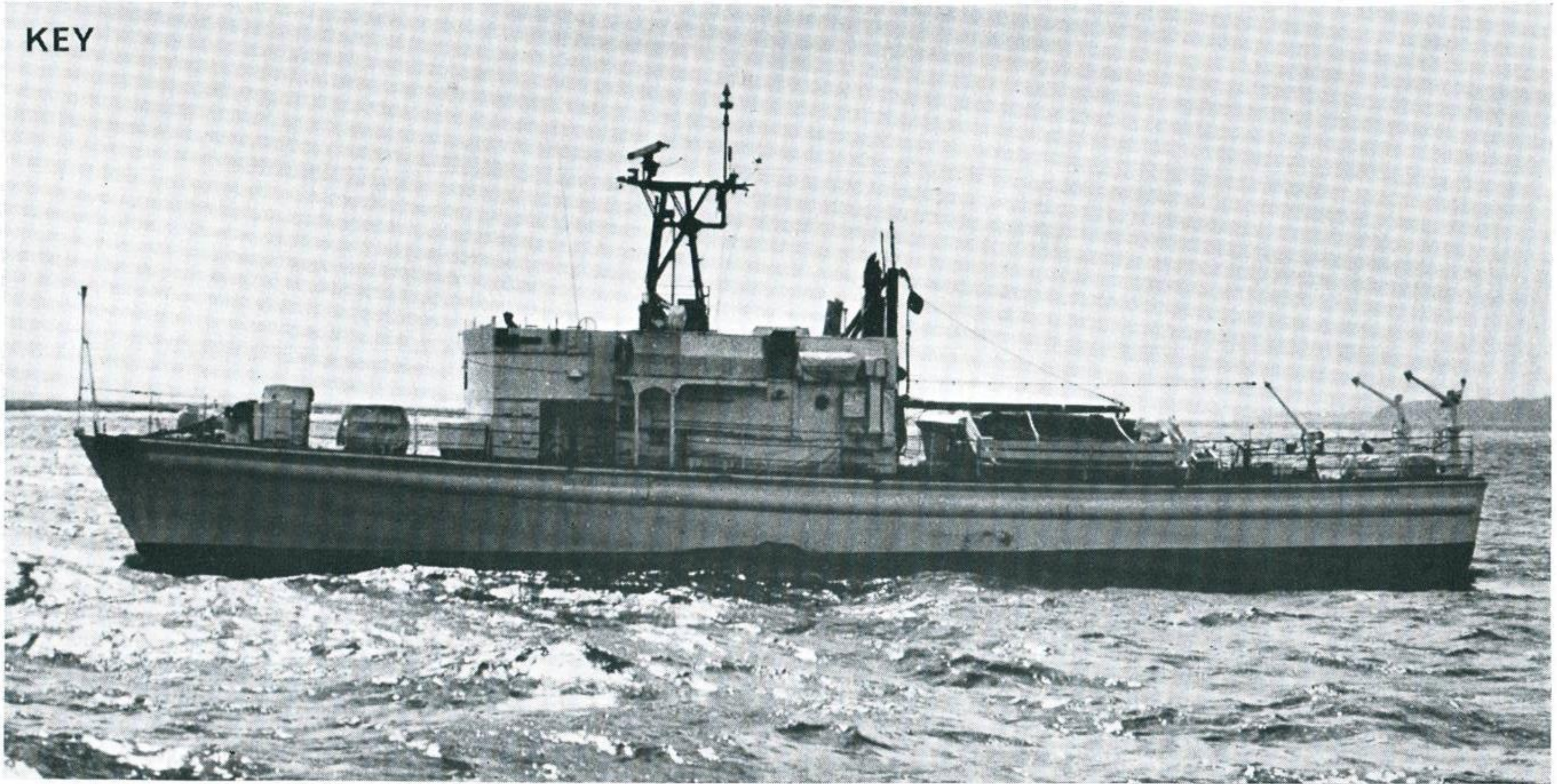
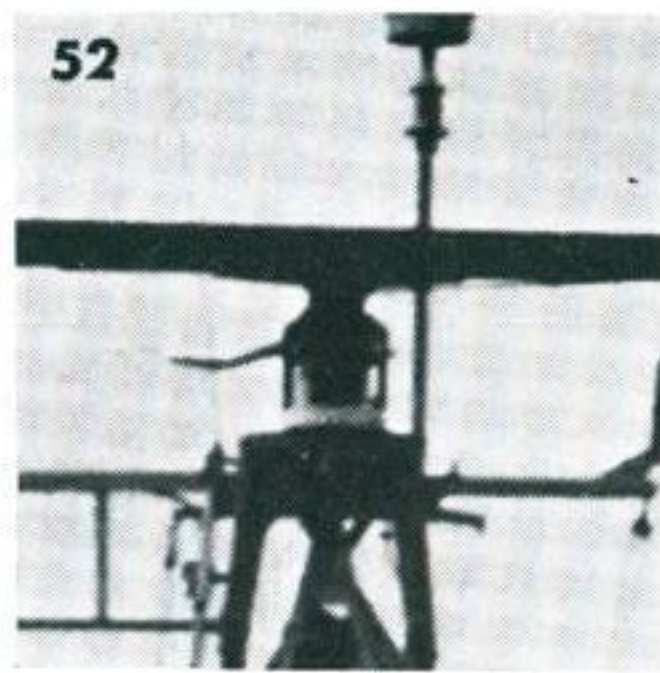
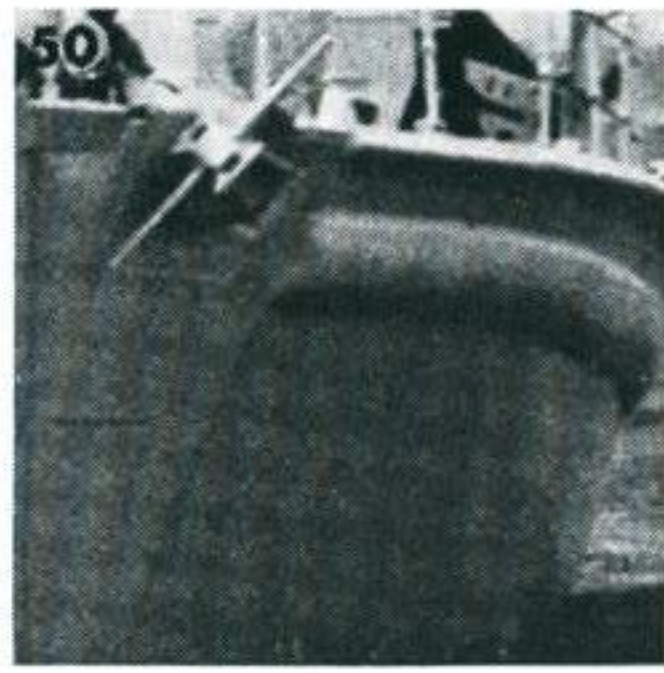




Continued overleaf

"E" Class Craft *continued*

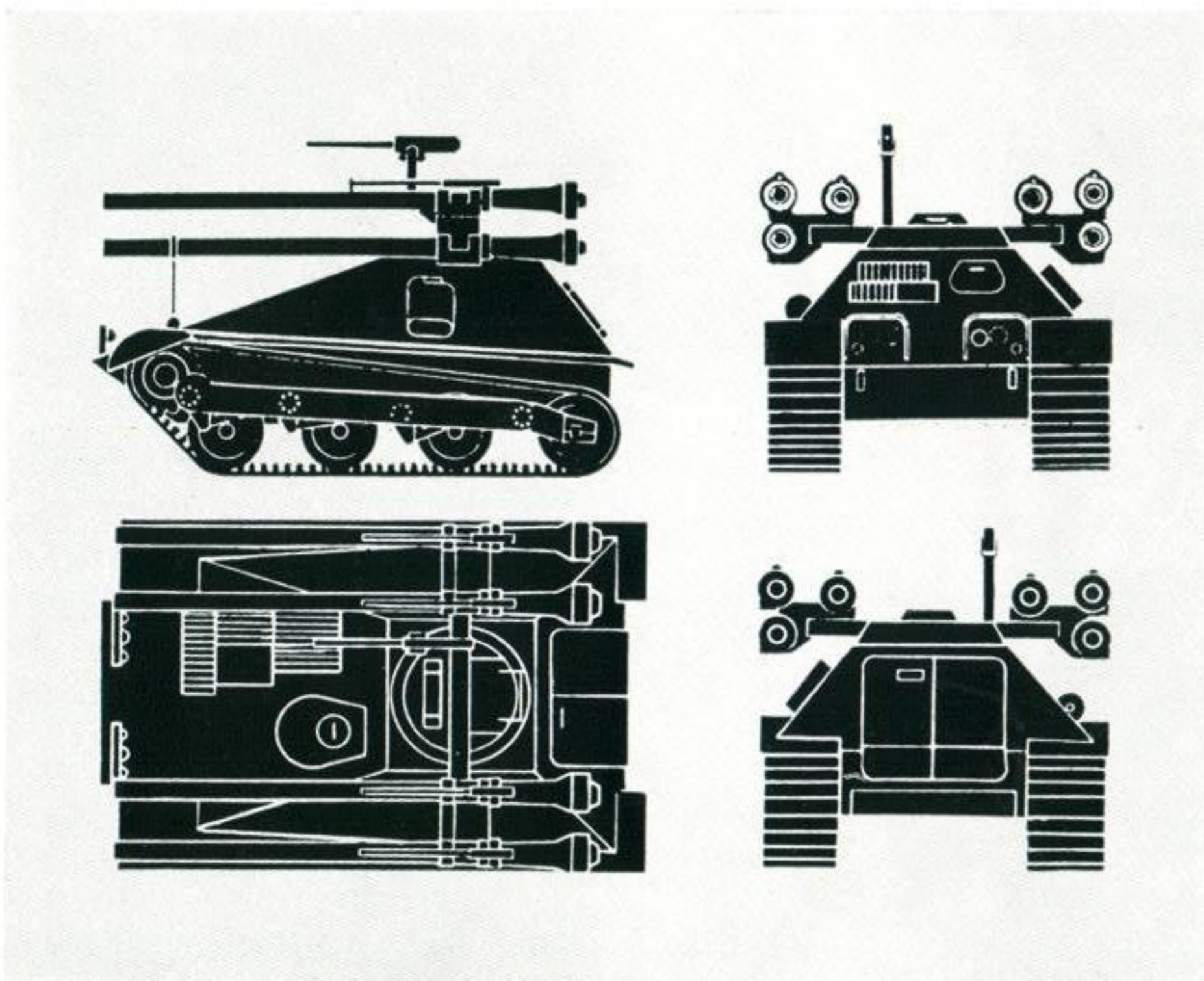
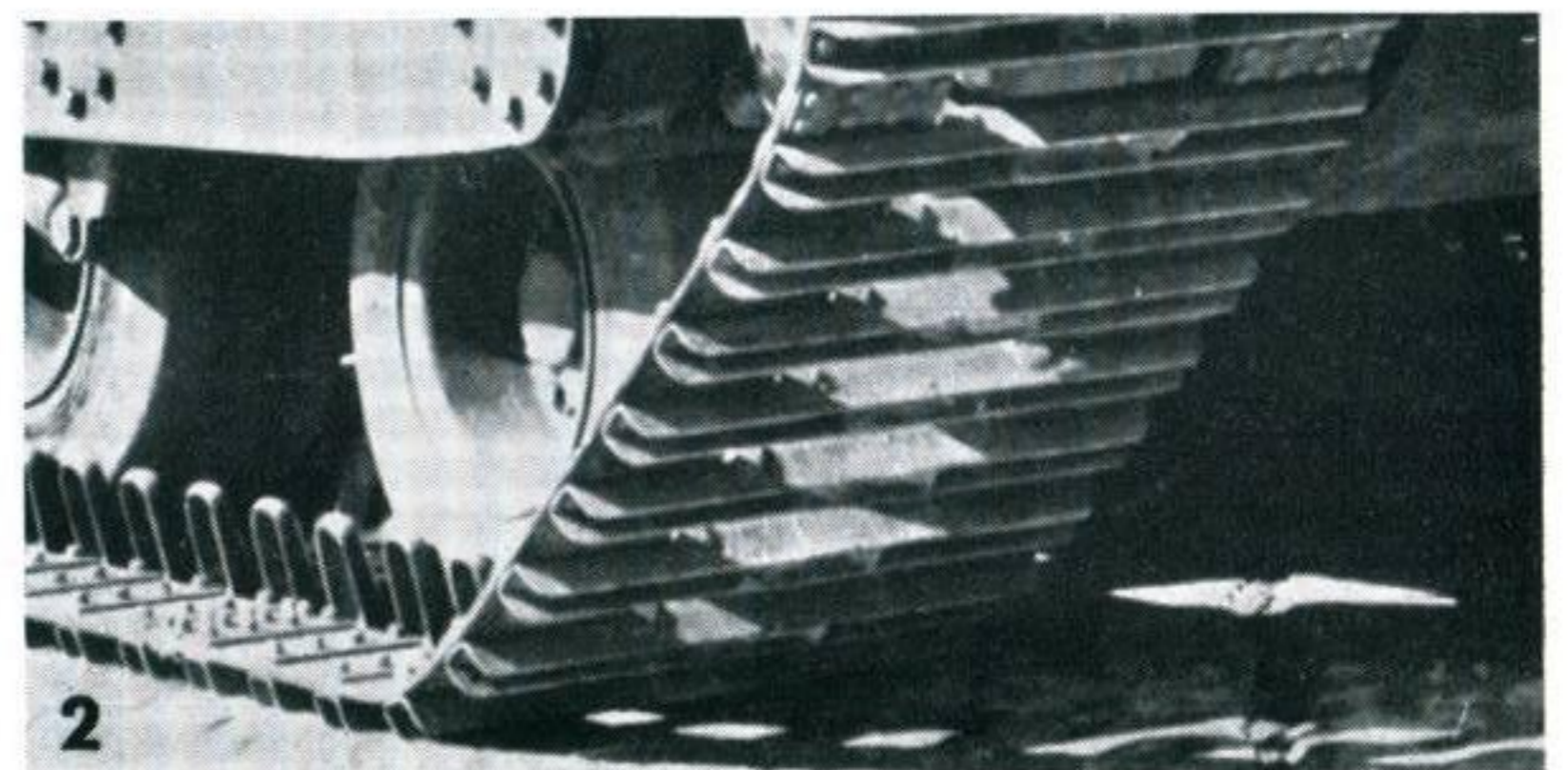
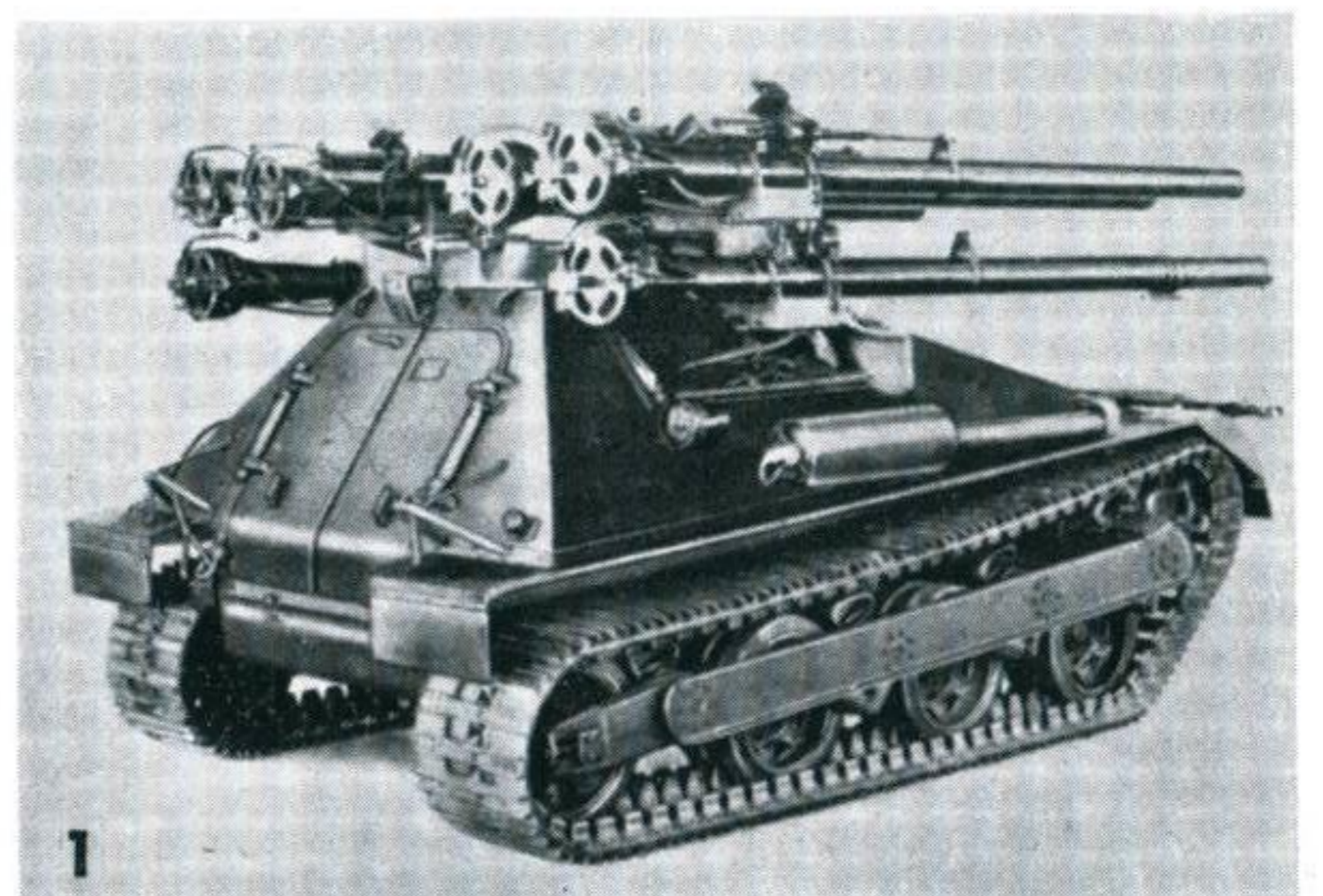




Solutions are on the cover



UNITED STATES
M50 Ontos
 106-mm Self-propelled anti-tank gun

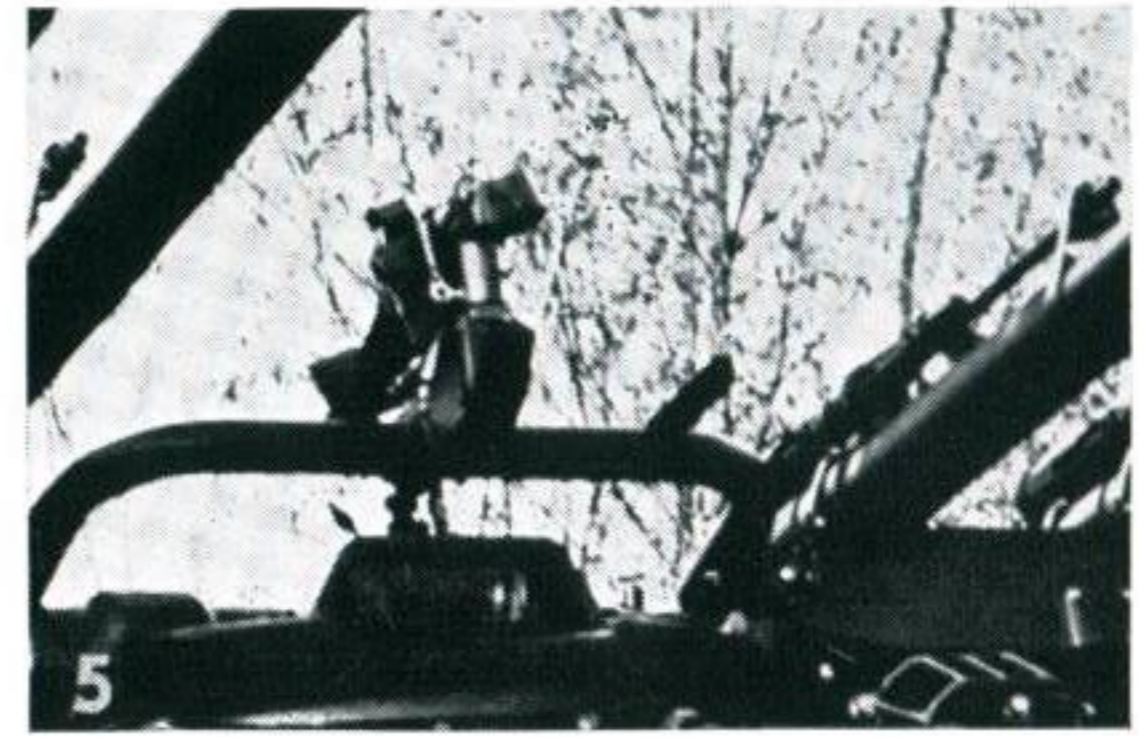
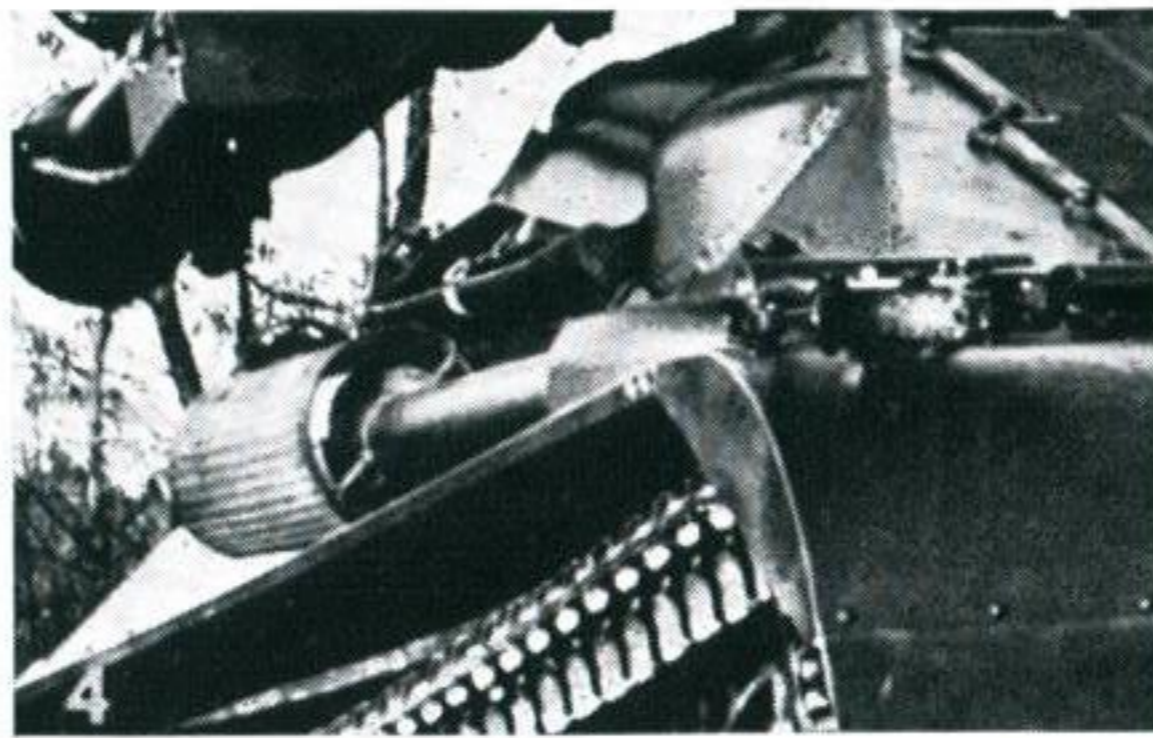
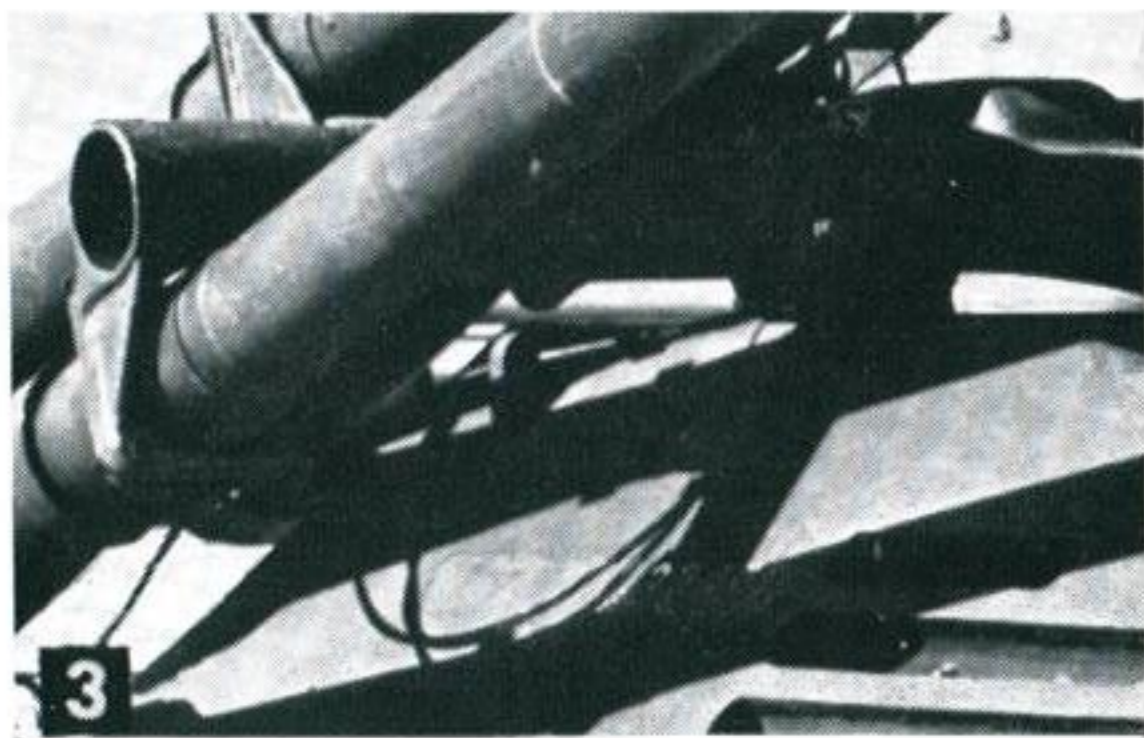


The M50 Ontos self-propelled anti-tank gun of the US Marine Corps is probably the most characteristic of armoured vehicles in service anywhere. What makes its appearance so peculiar are the six 106-mm recoilless guns carried externally on a limited traverse mounting. From some angles the gun tubes look like tentacles justifying its name *Ontos* which, roughly translated from the Greek, means "The Thing". The 106-mm guns are aimed with the aid of four .5-in spotting rifles fixed to the gun mounting. This vehicle has been developed as a light weight, turretless tank destroyer and it is used as such by the US Marine Corps, which alone has adopted it for service.

The 106-mm guns, loaded from outside the vehicle, produce a cloud of smoke and dust behind when fired, because of the back blast inherent with recoilless guns. However, because they are recoilless, the guns can be mounted in a relatively light vehicle in spite of their large calibre. The M50 only weighs $8\frac{1}{2}$ tons with a crew of three. Its light weight and wide tracks also give it an

exceptionally low ground pressure, enabling it to cross soft terrain impassable to other AFVs. The tracks are of the rubber-belt type and the running gear is also unusual in having a connecting beam running outside the four road wheels on each side, the last wheel also acting as a trailing idler. The track driving sprocket is at the front; so is the vehicle's 145-bhp spark-ignition engine which gives it a maximum road speed of 30 mph.

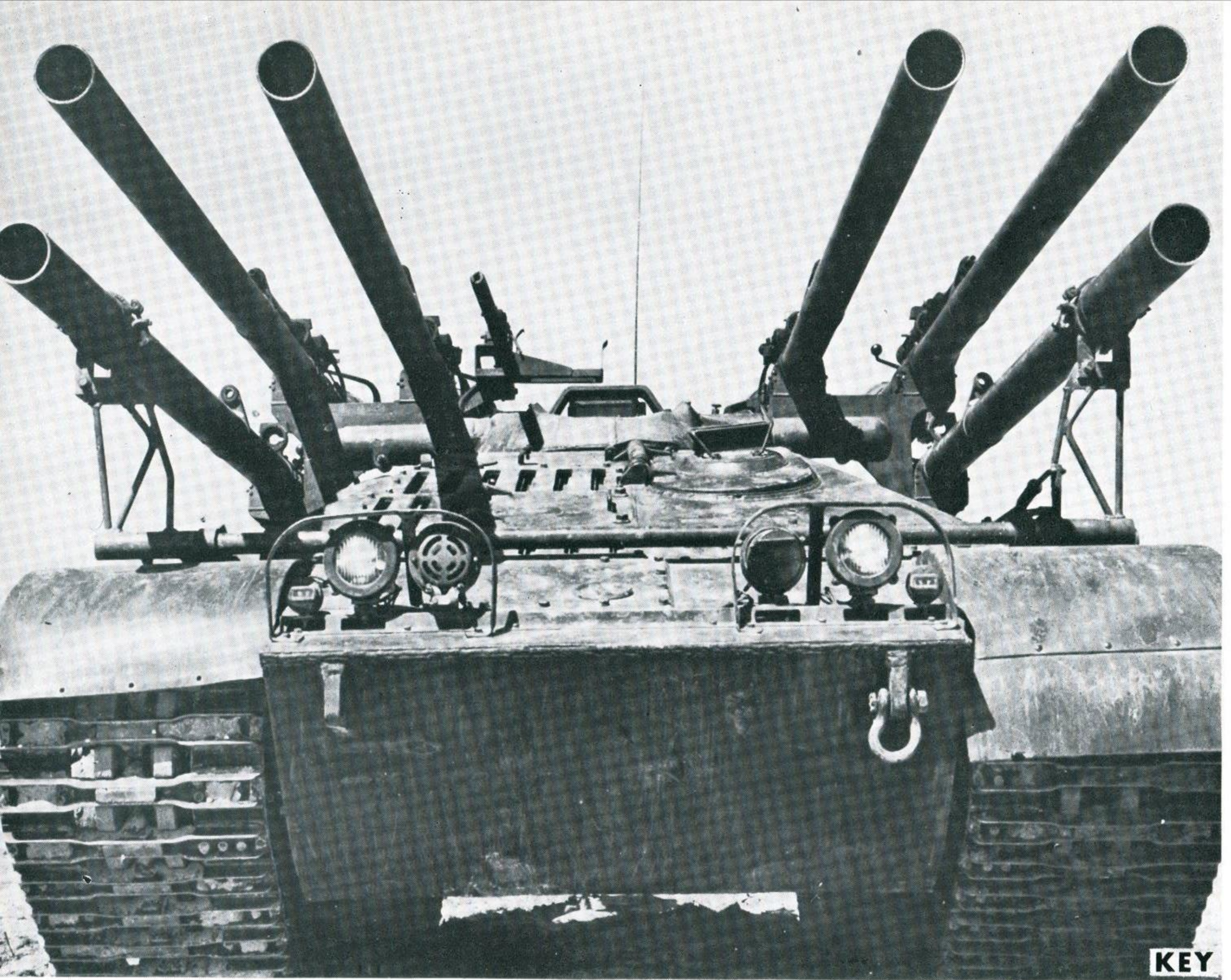
To carry out this lesson prepare a list of numbers, 1 to 39. Identify the target pictures by comparing them with the key views; start with the easy ones first and use targets positively identified as a guide to further identification of the more difficult views. When certain of the target write down M50 Ontos which is its reporting name. Since the US services use the M series in general rather than names in particular, and Ontos is rather a non-English sounding name, the designation and name should be used so that when reported its identity as an AFV of an ally is not in question. Beware of jokers in this lesson.



Solutions on the cover Continued overleaf

KEY

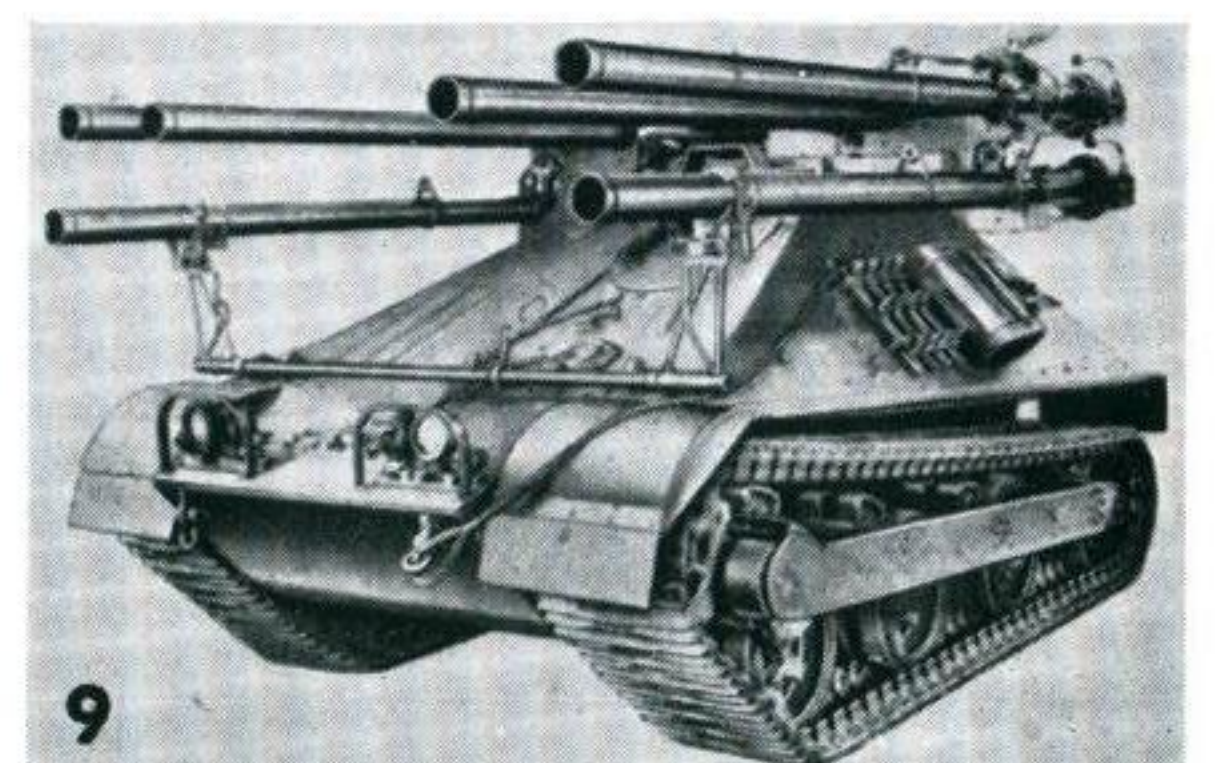
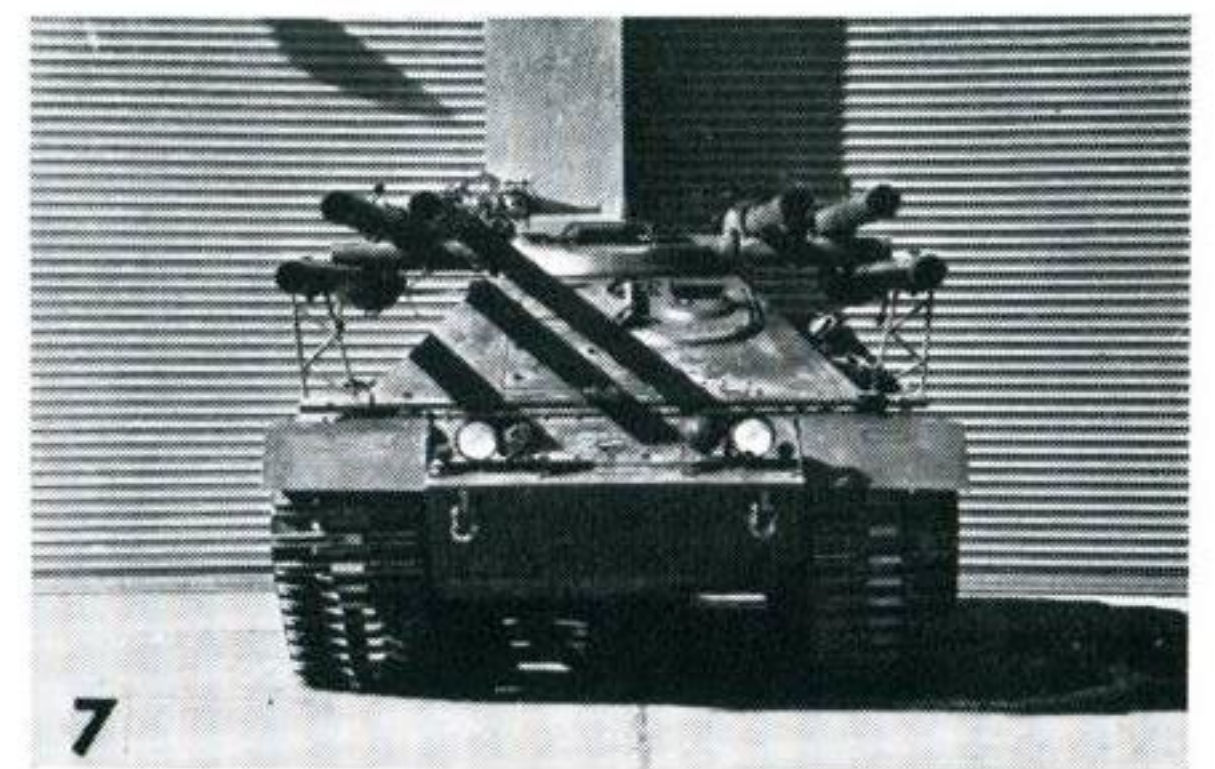
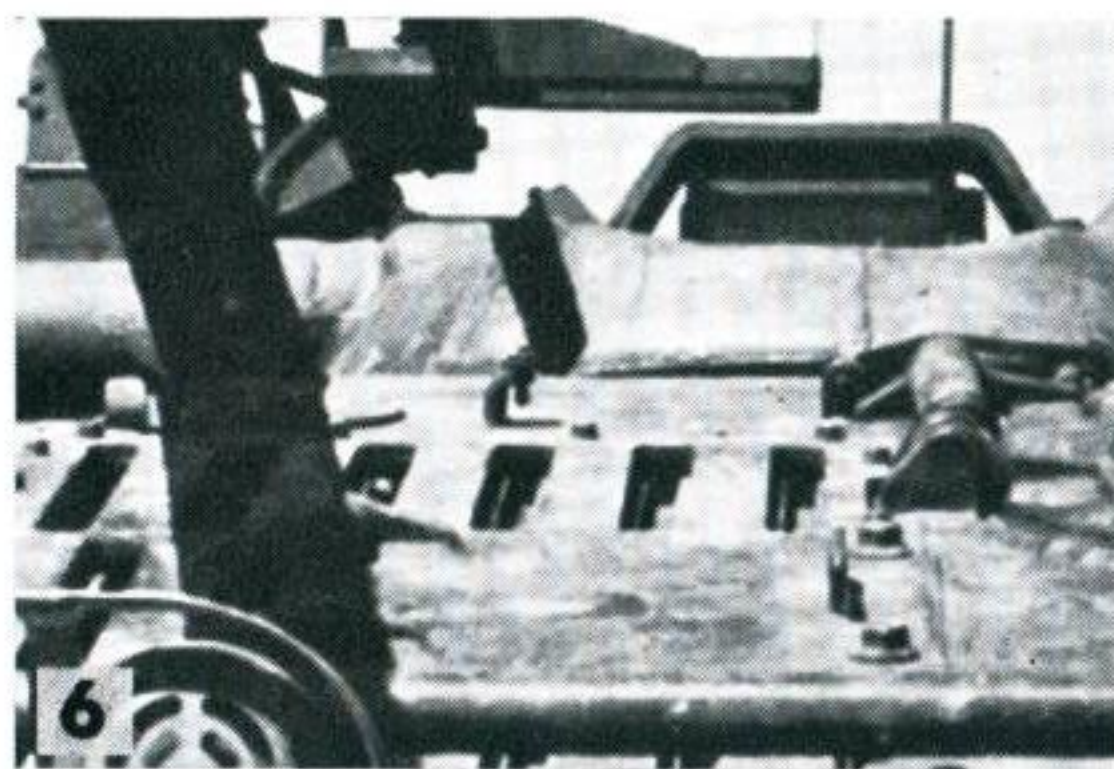
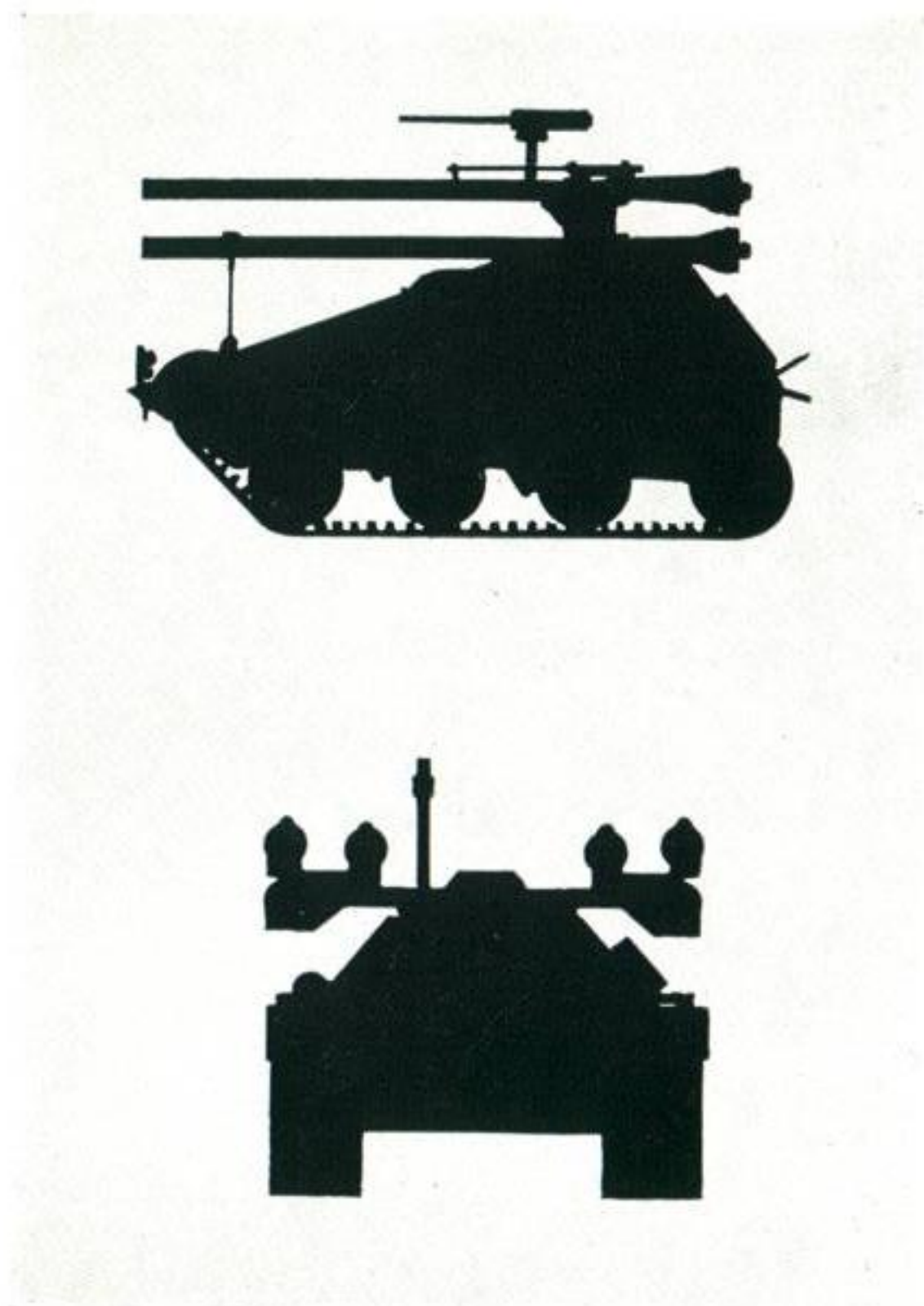


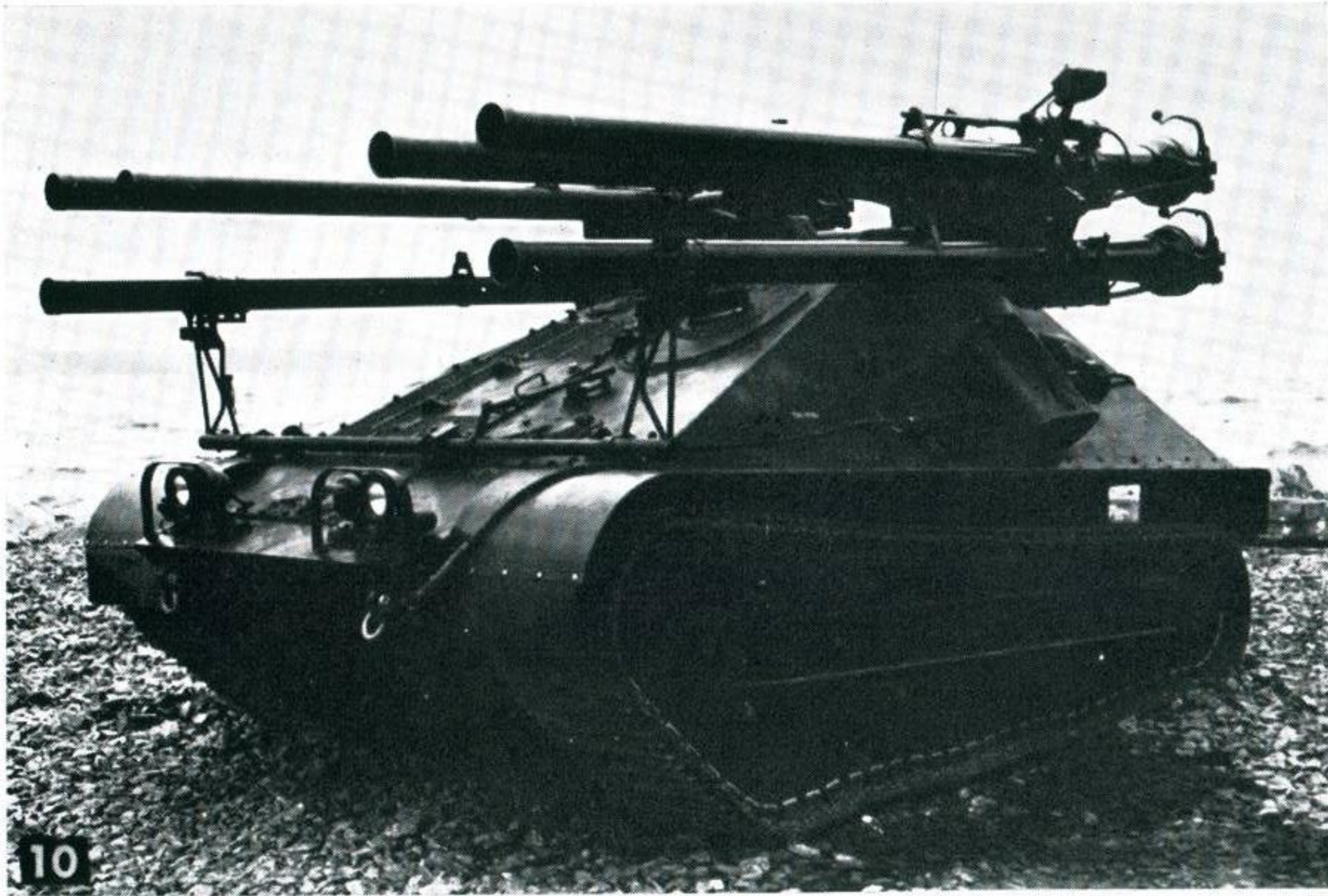


KEY

M50 Ontos 106-mm Self-propelled anti-tank gun

continued

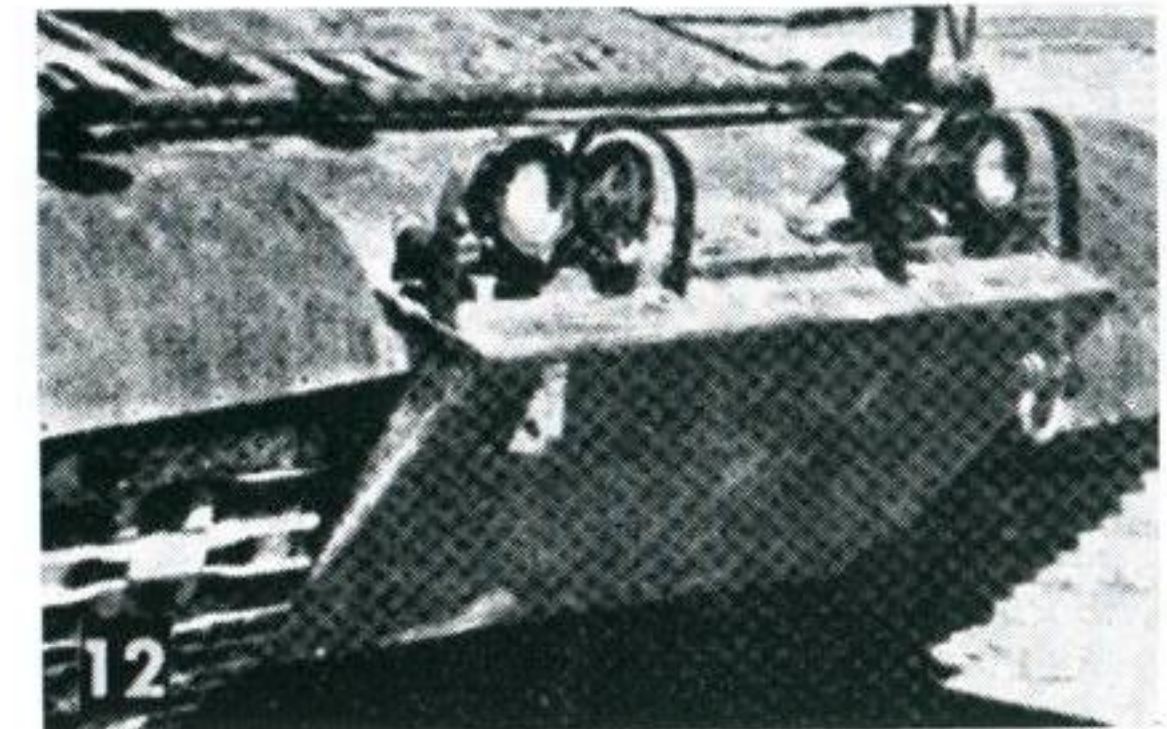




10



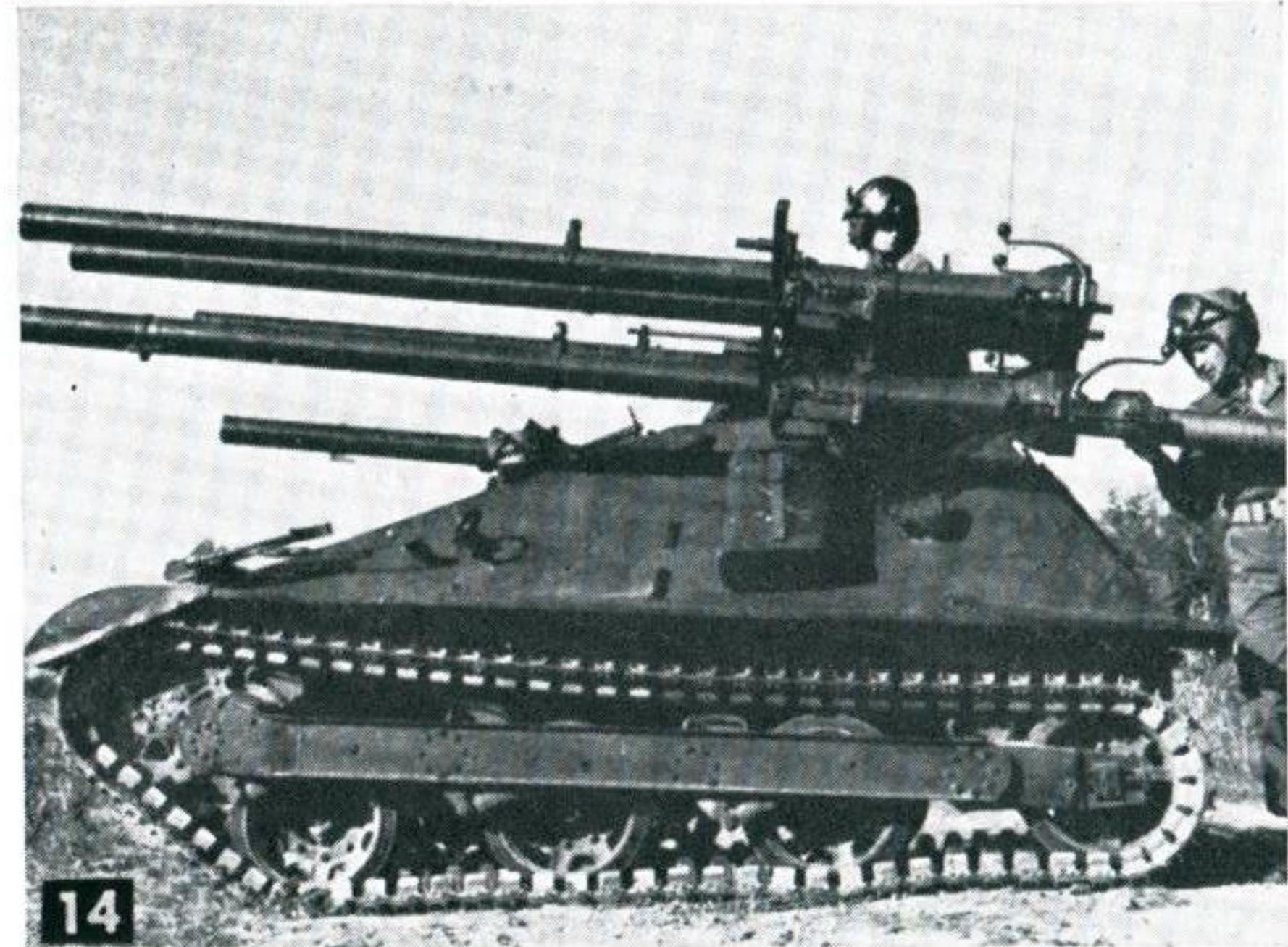
11



12



13



14

Weight 8½ tons

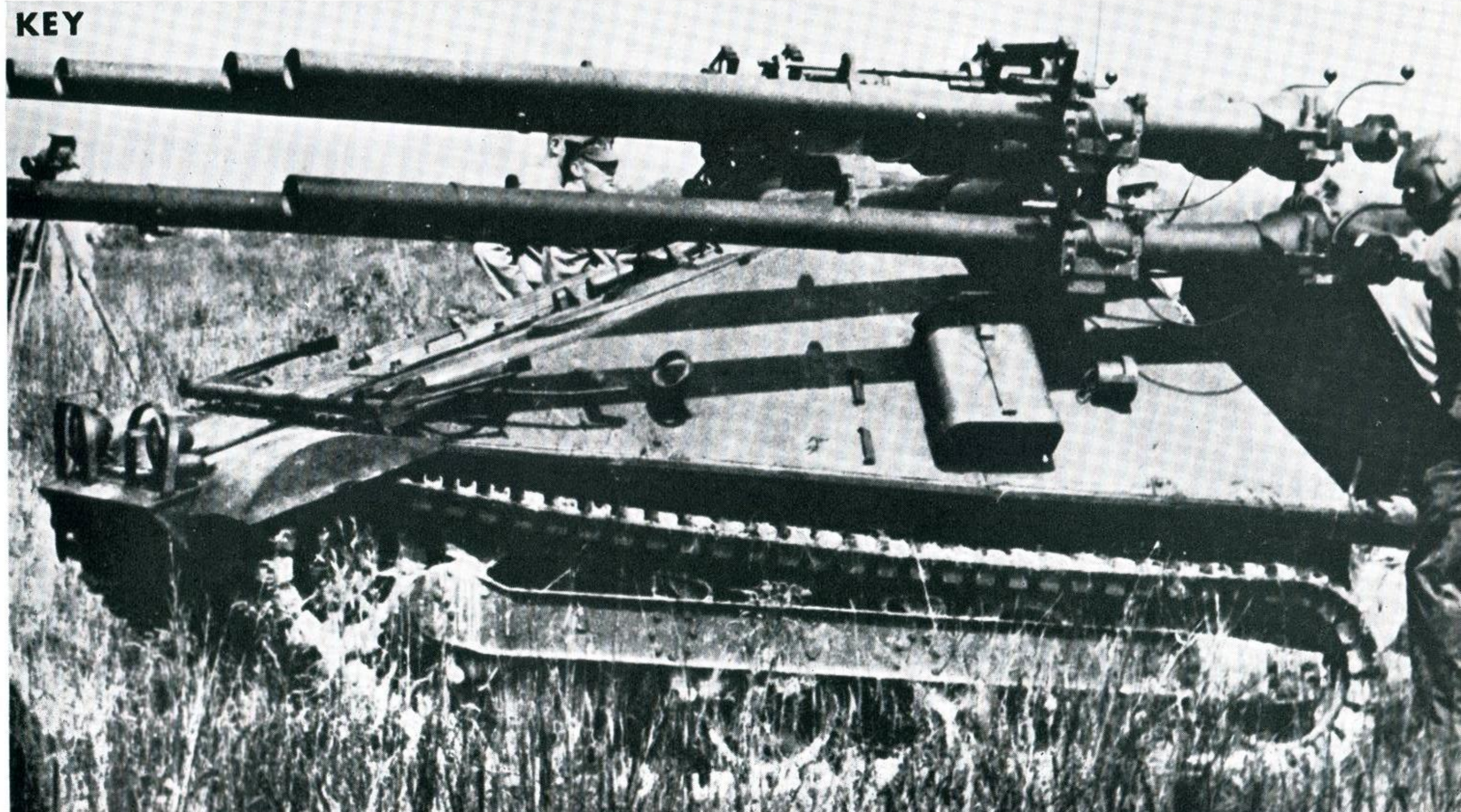
6×106-mm recoilless guns

Crew of three

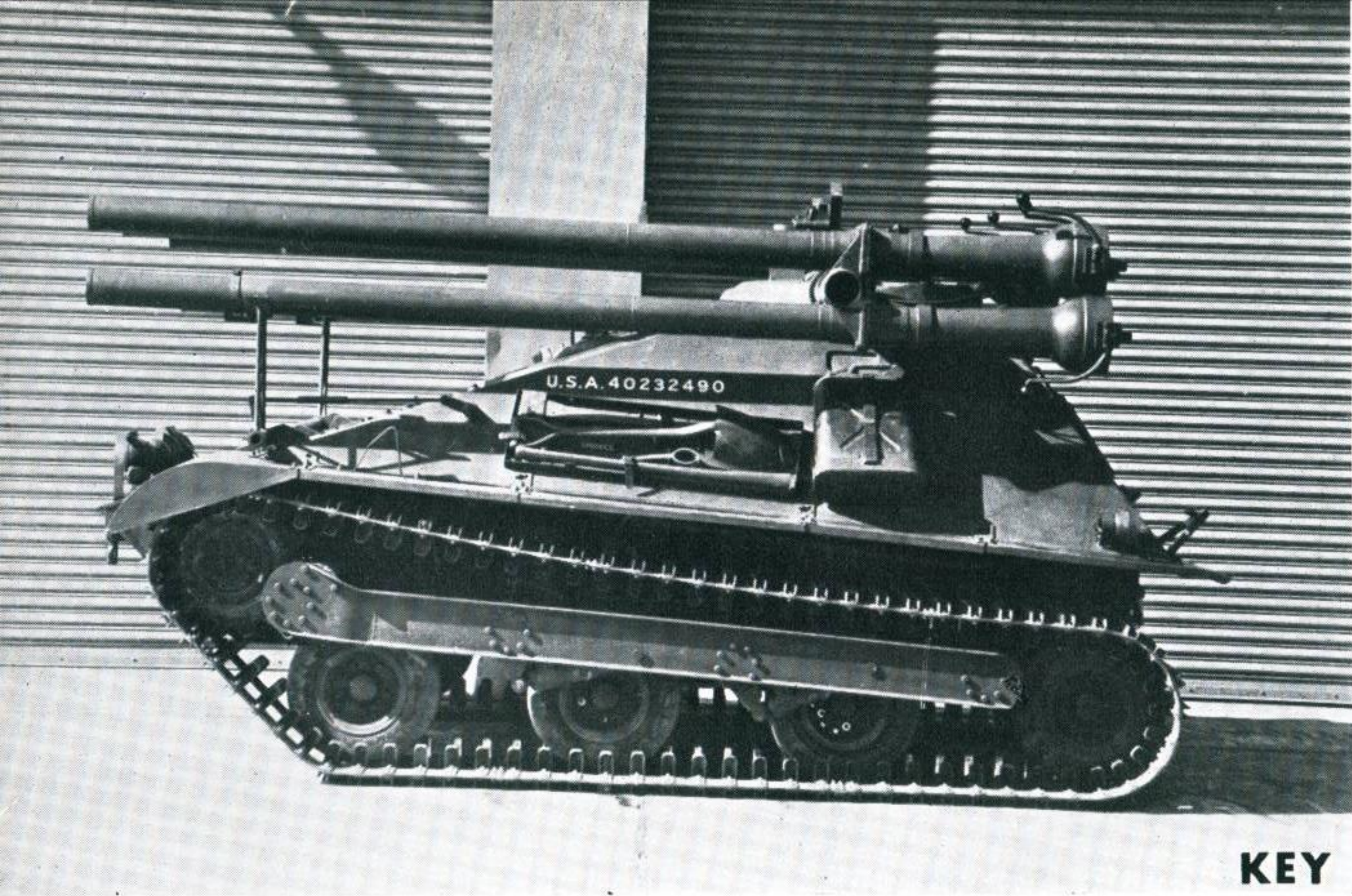
Solutions on the cover

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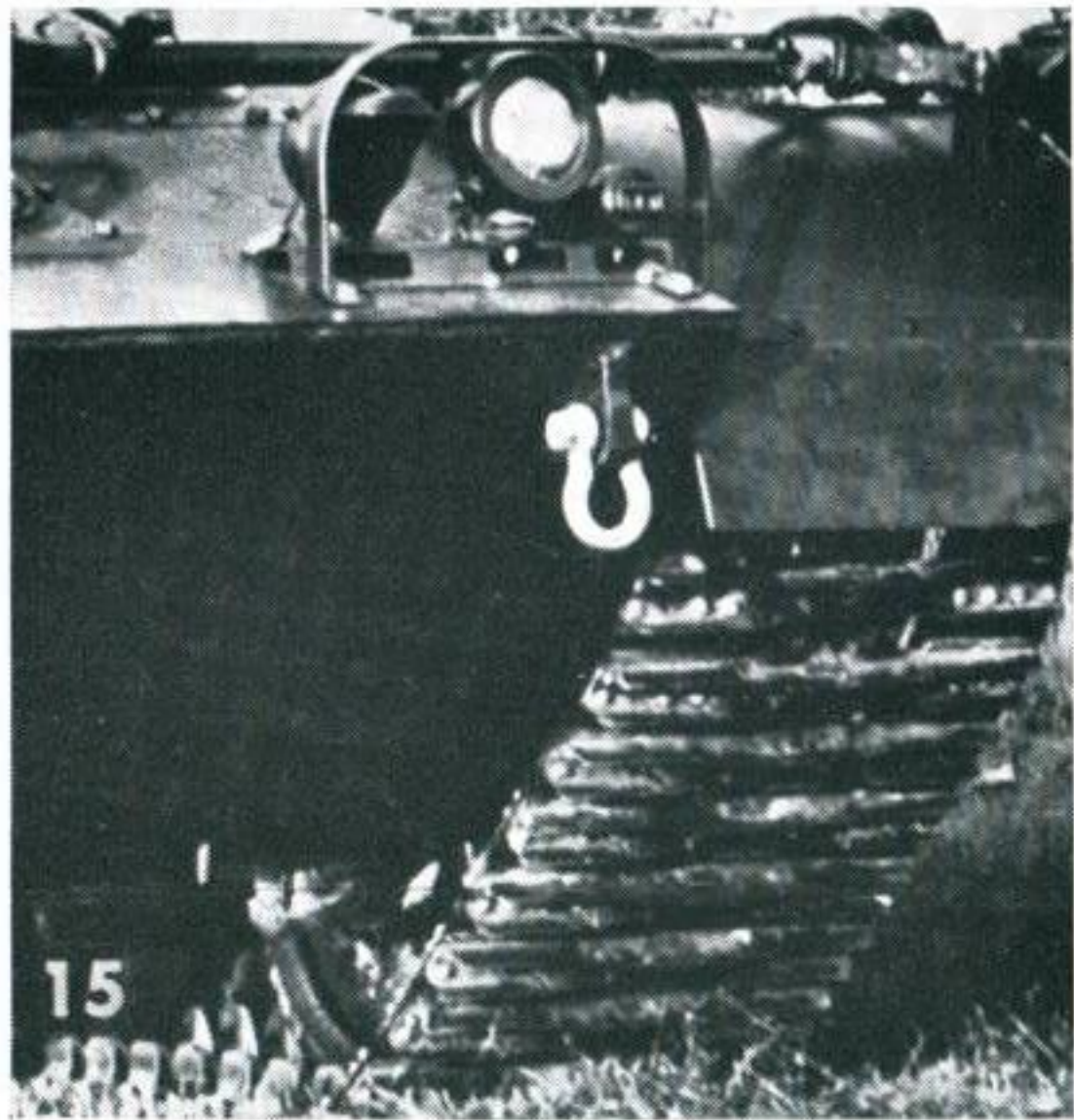
KEY



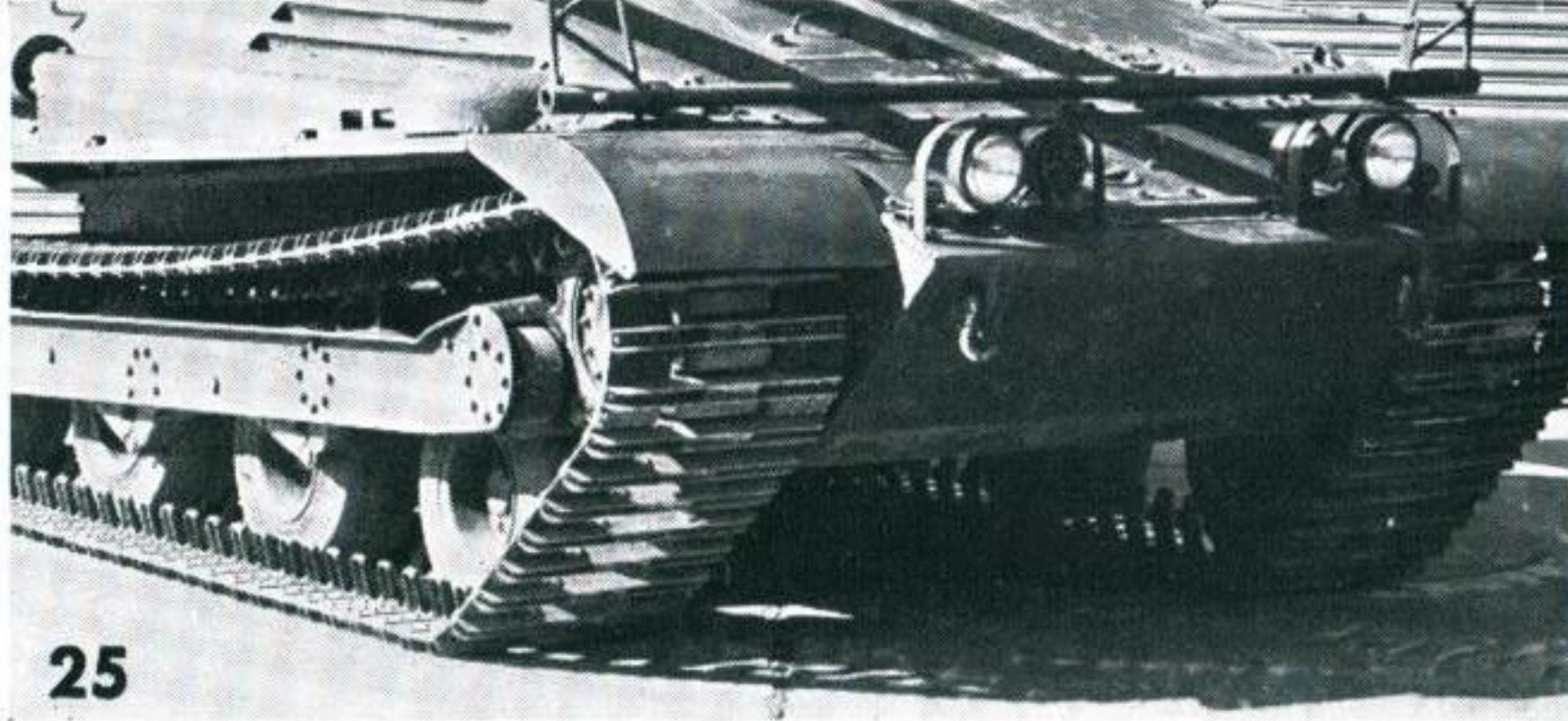
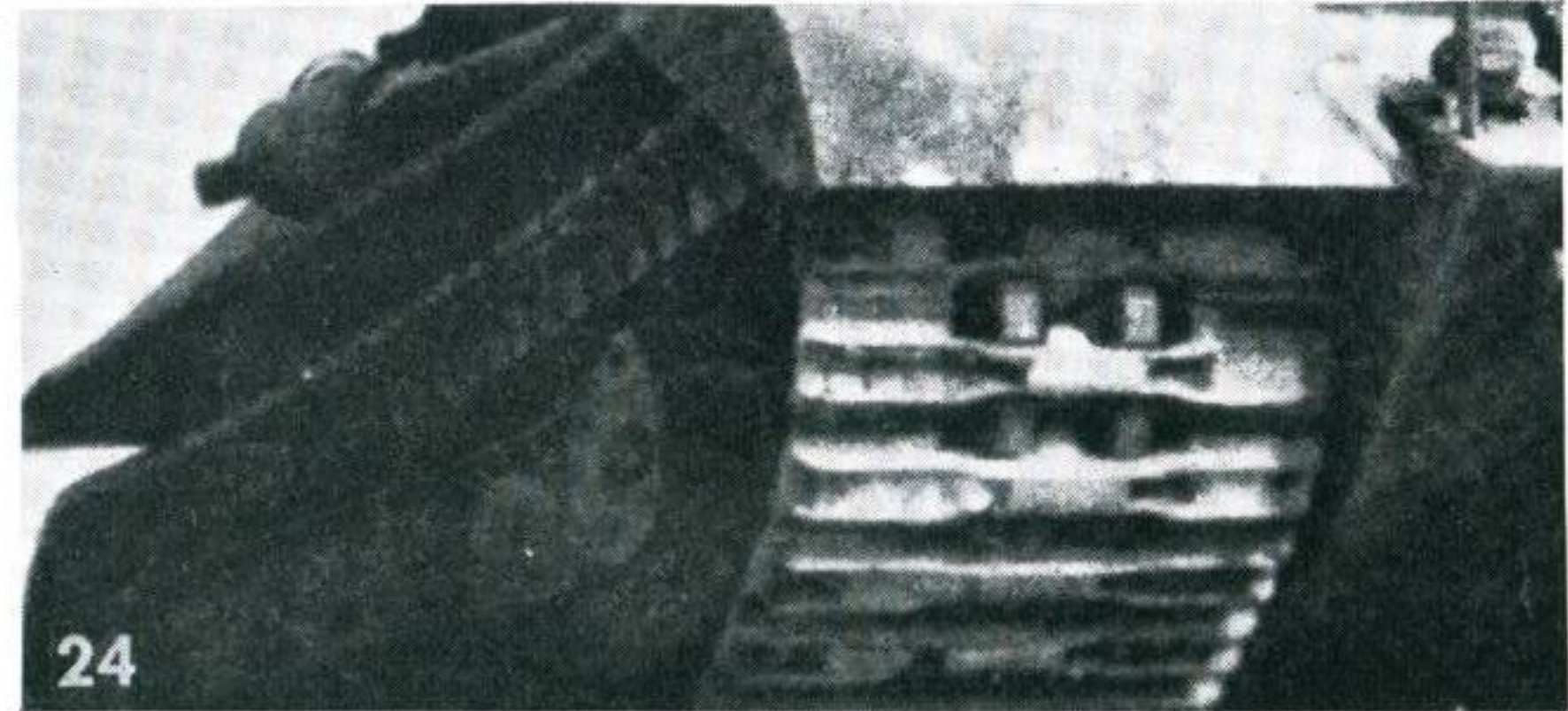
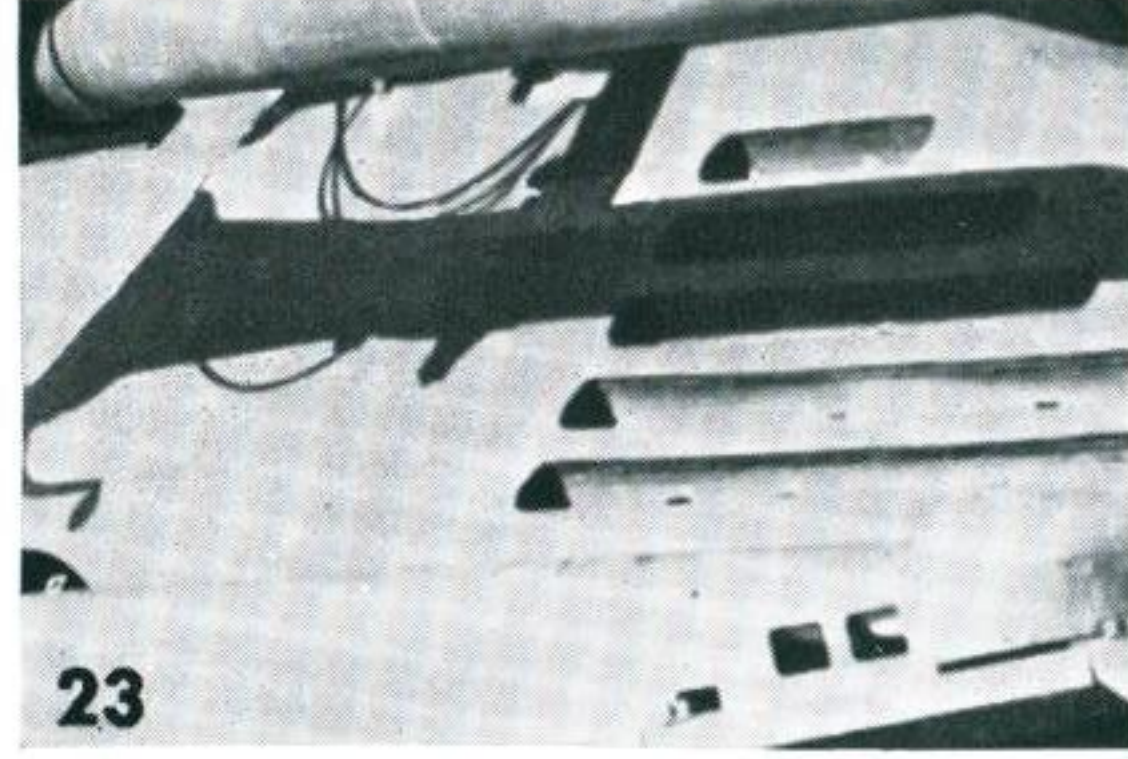
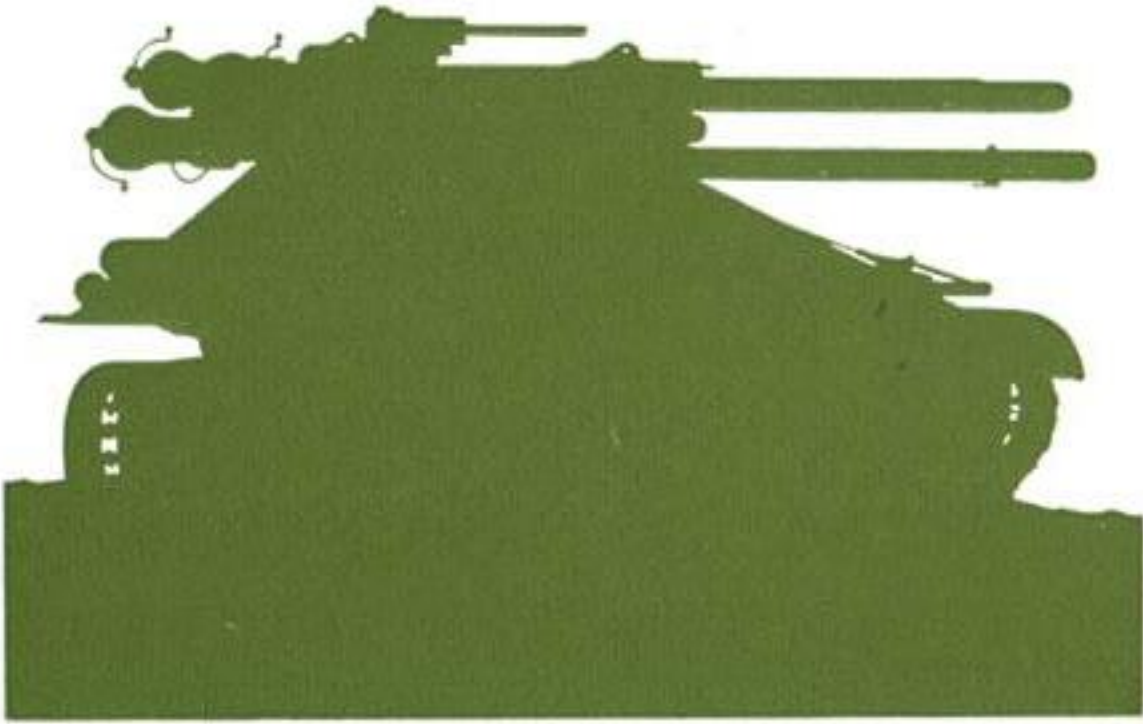
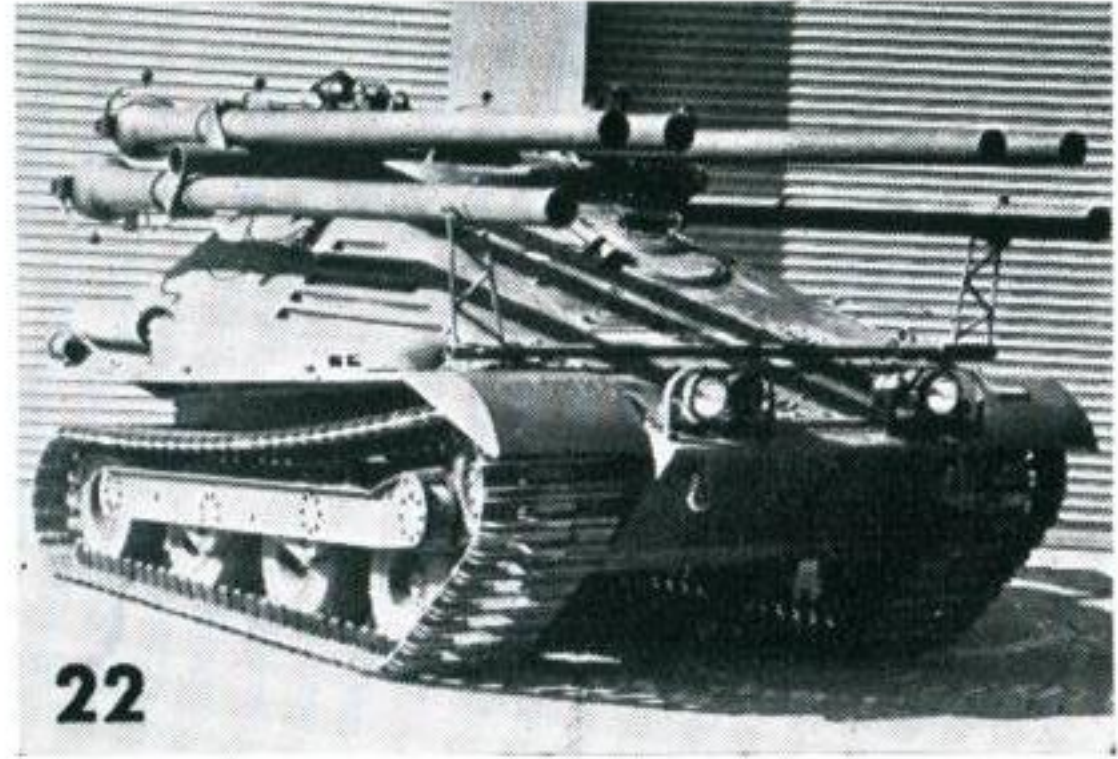
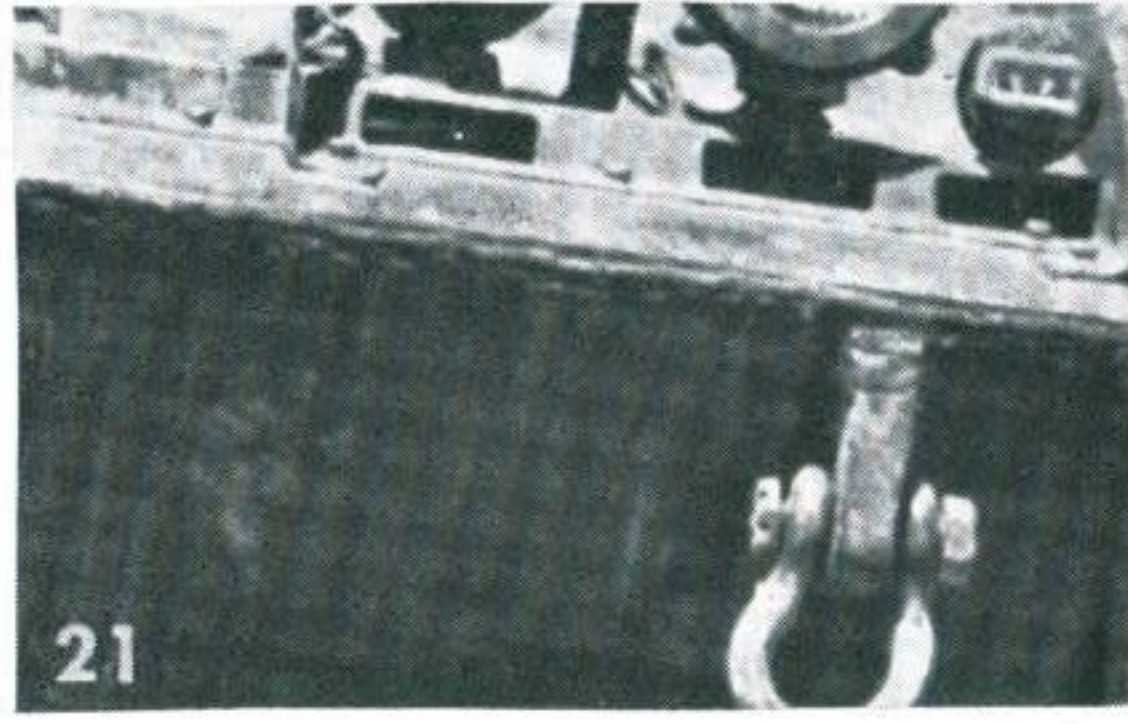
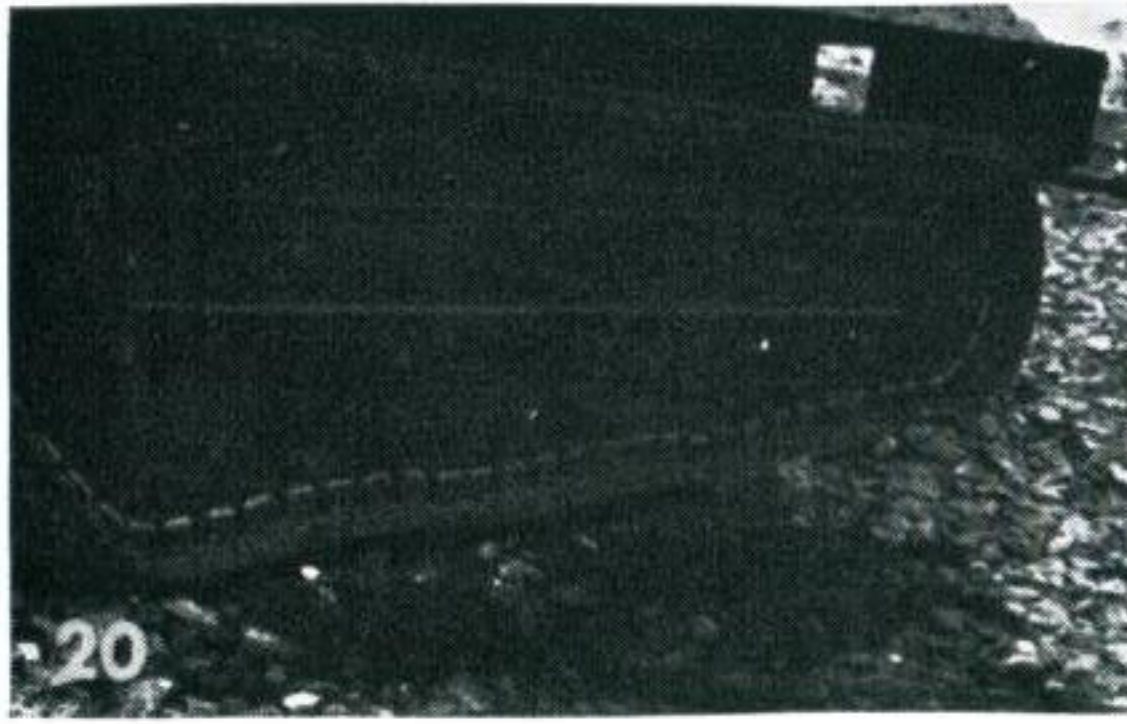
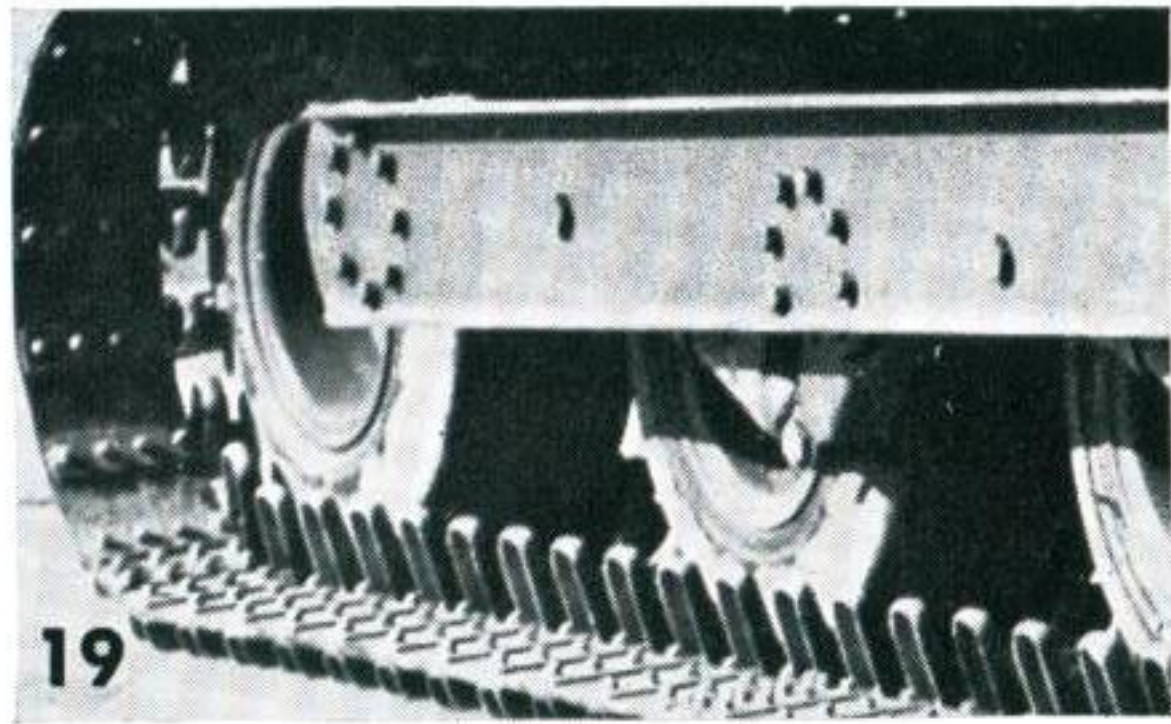
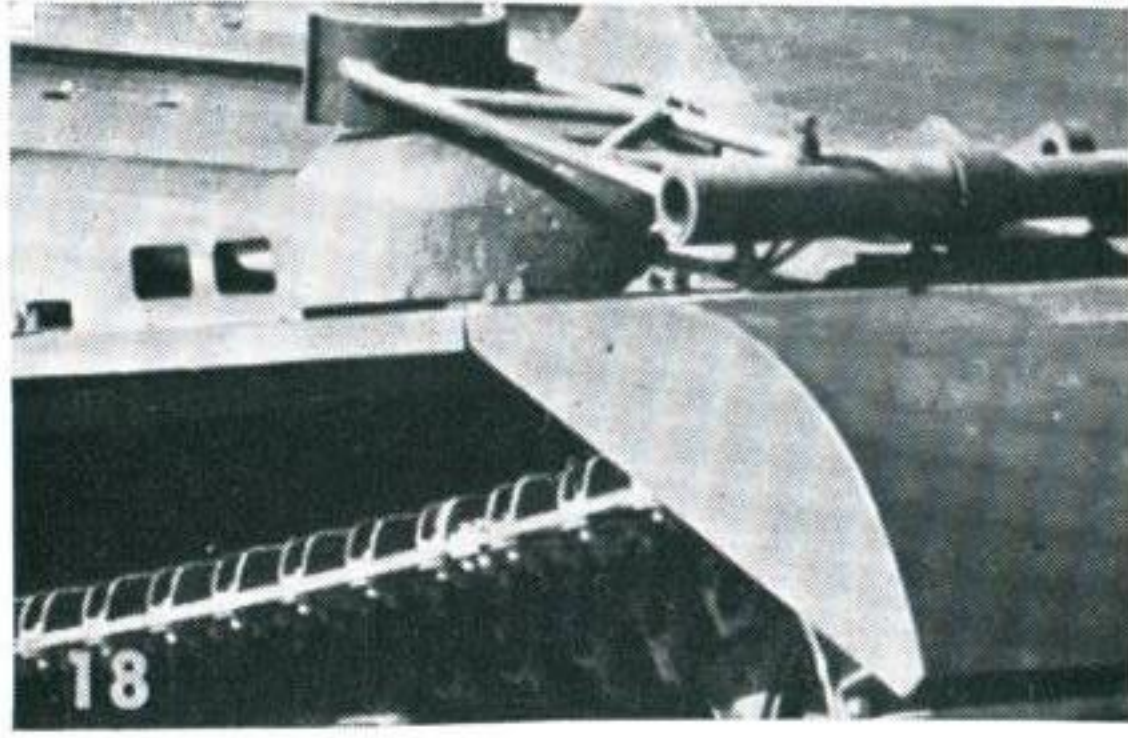
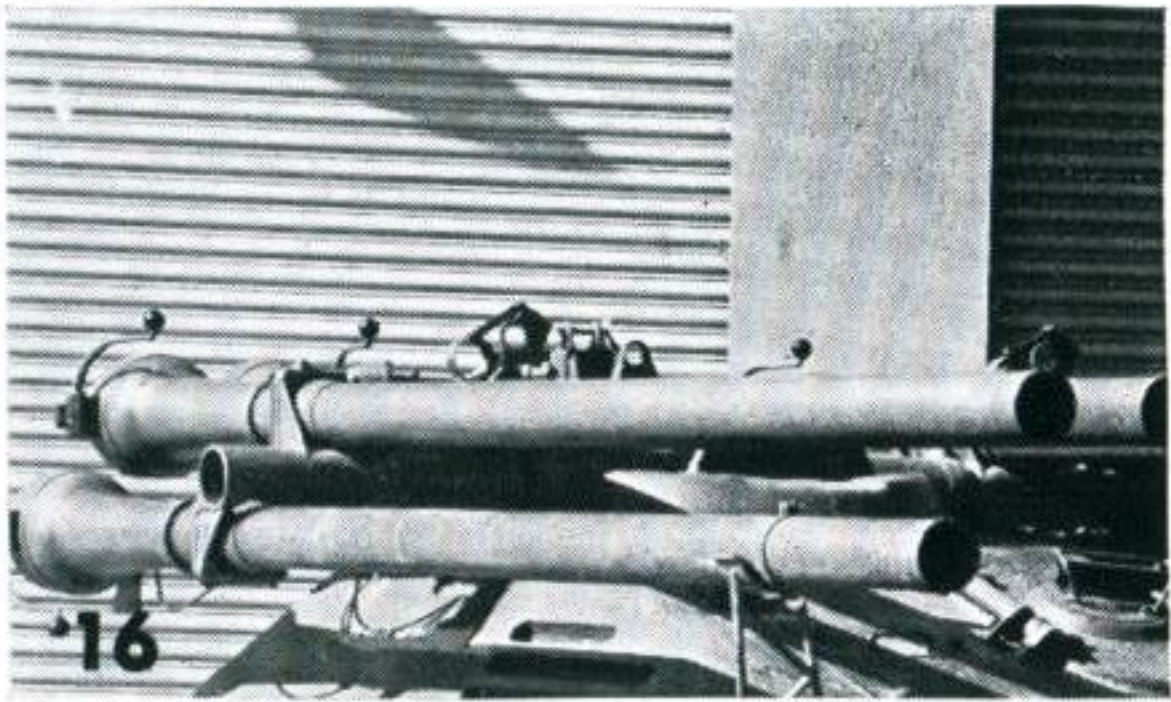
UNITED STATES M50 Ontos

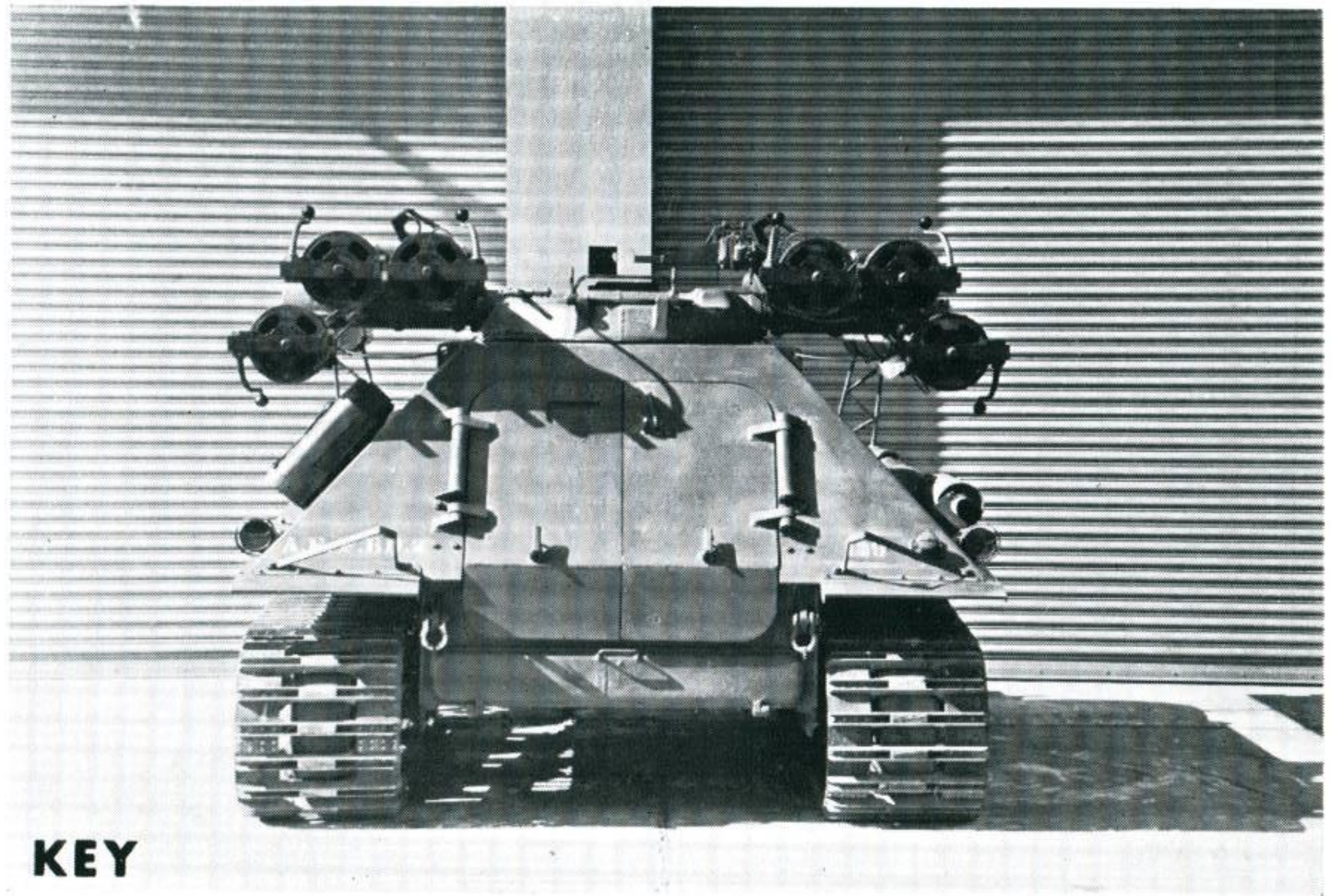
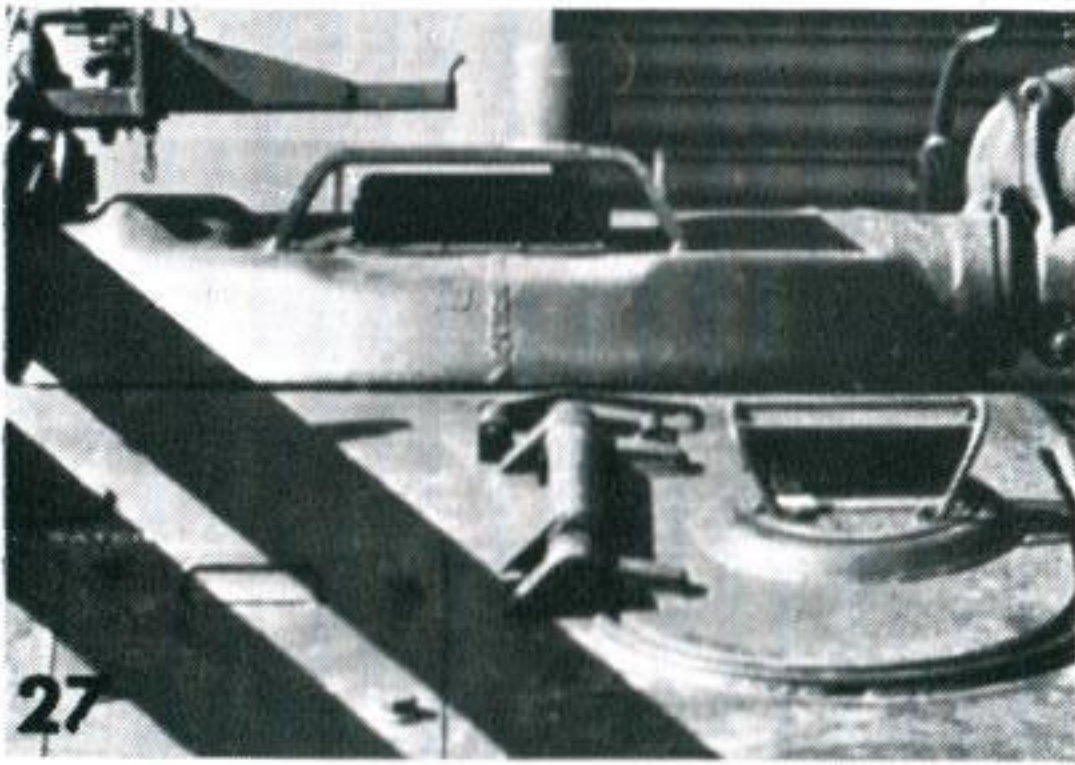
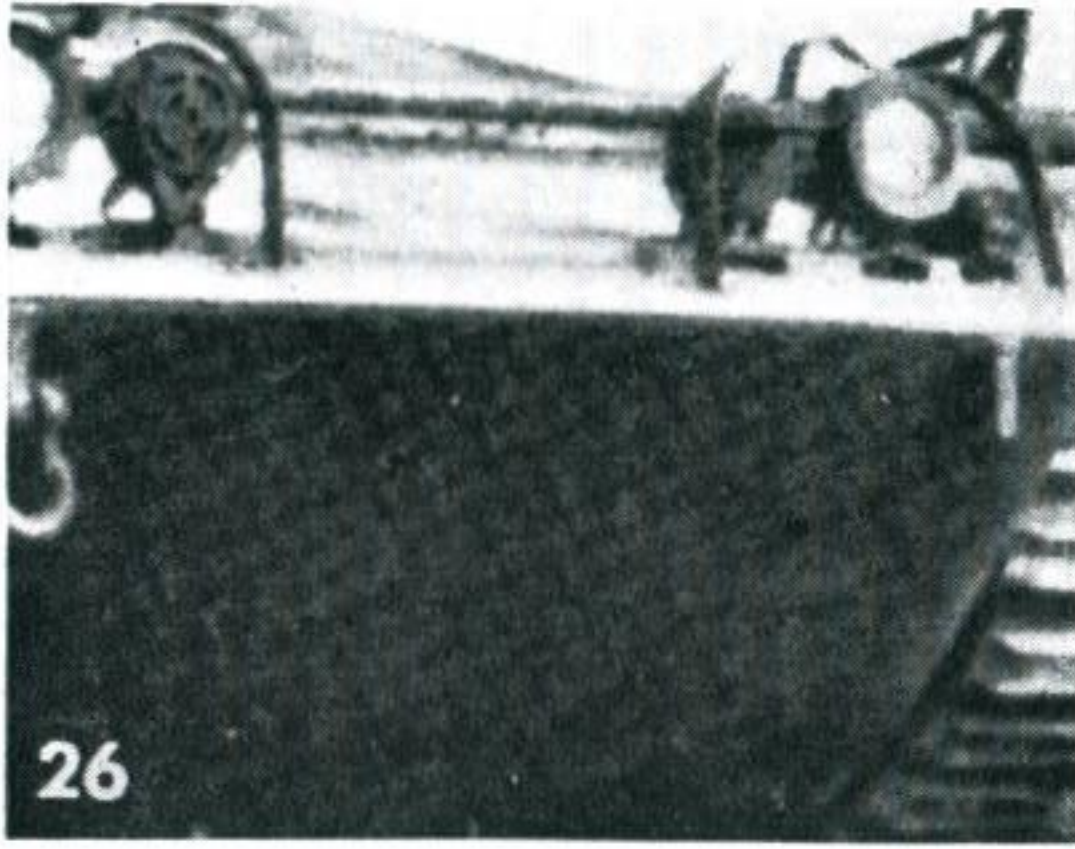


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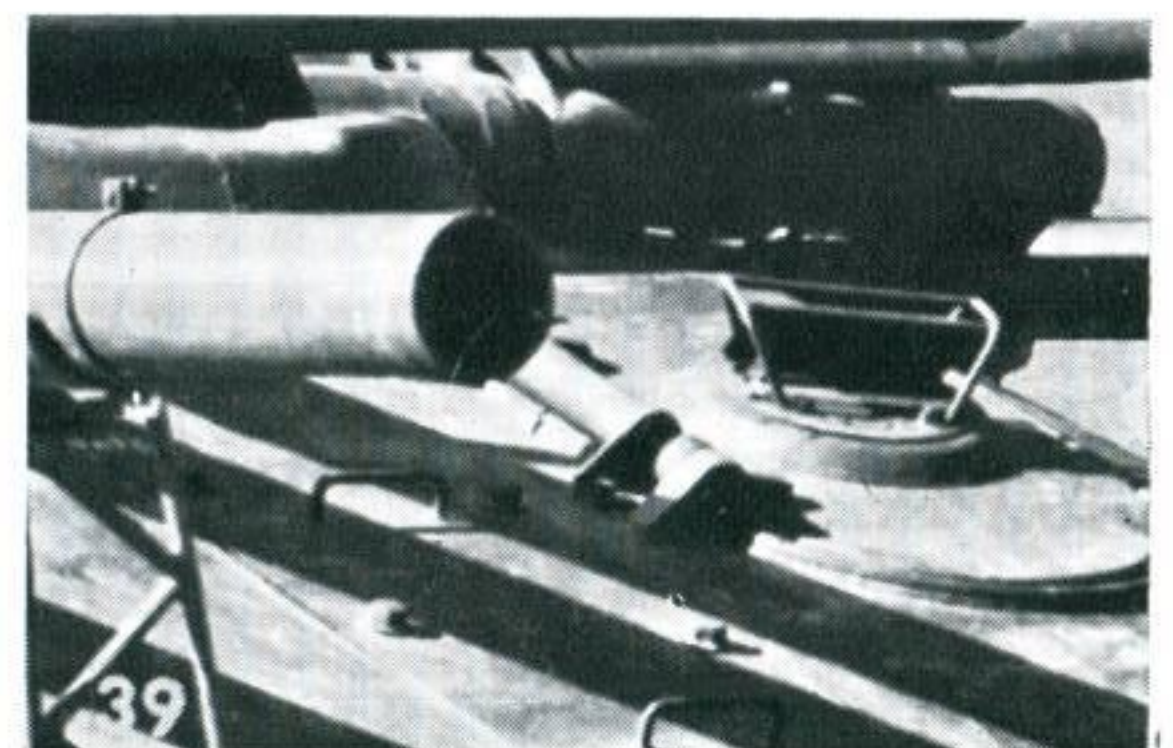
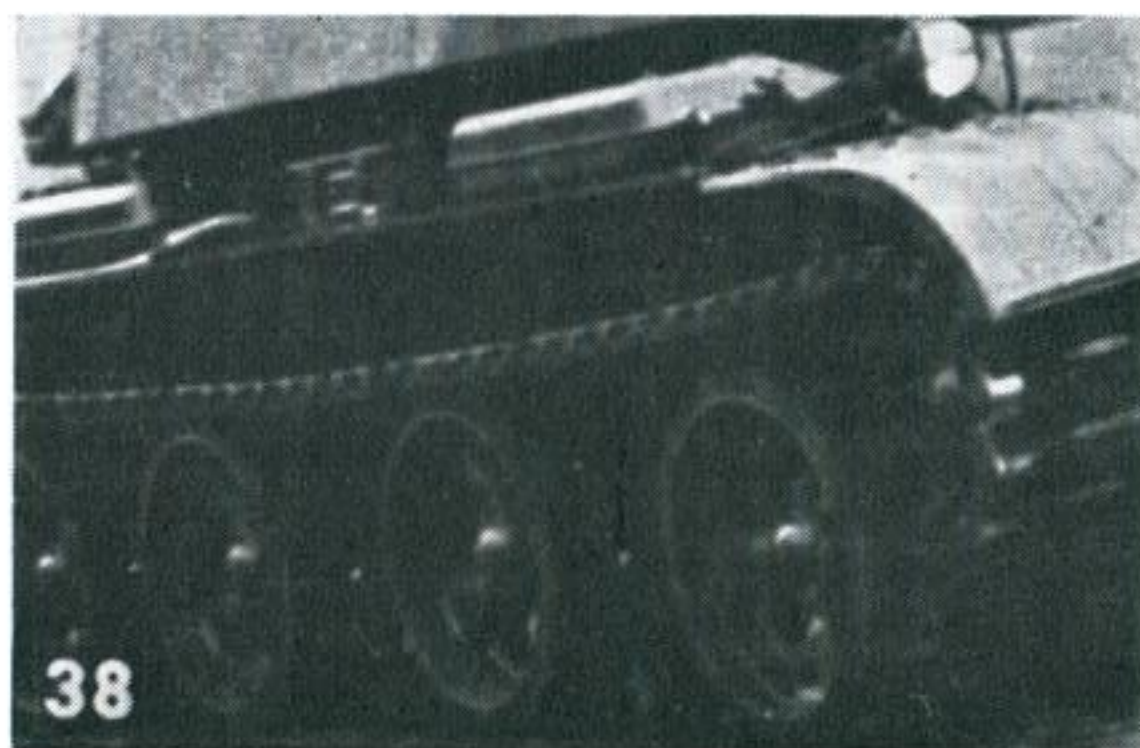
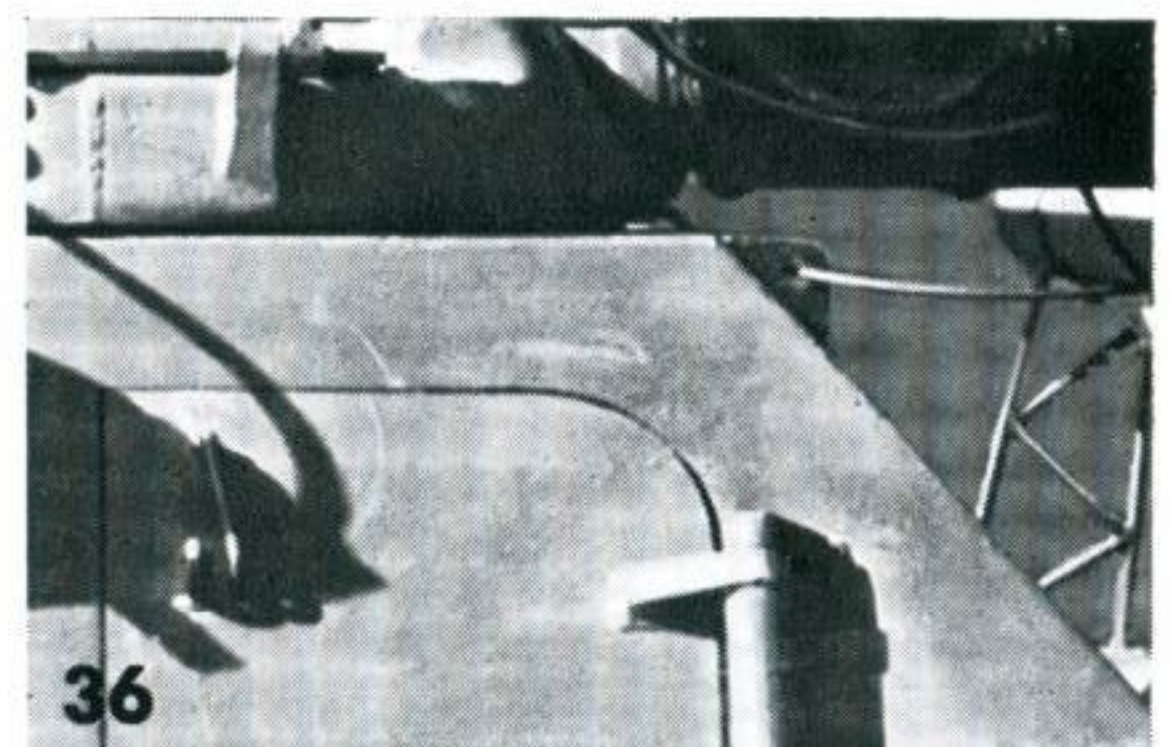
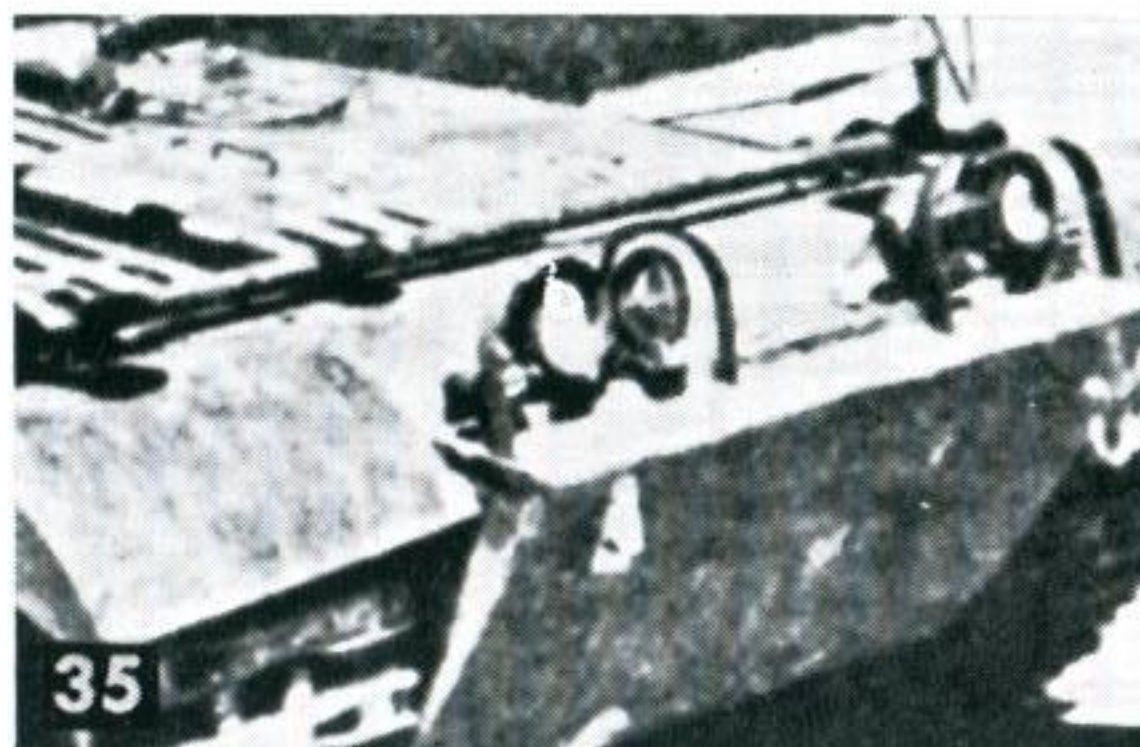
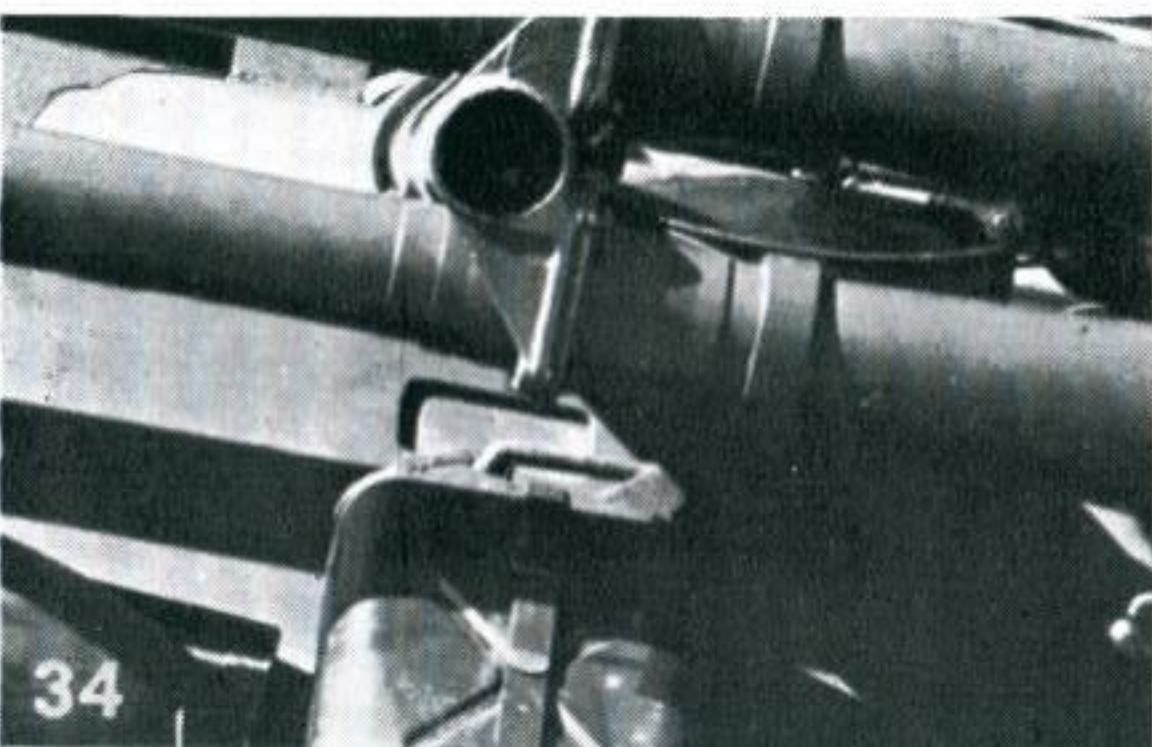
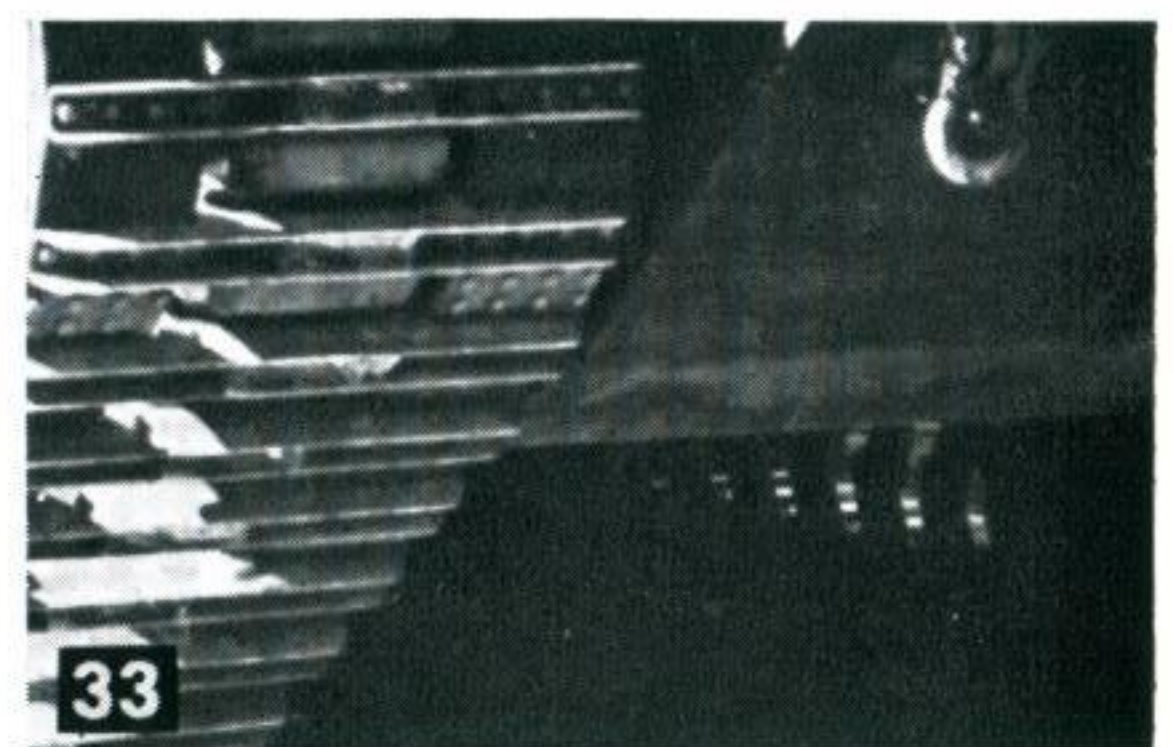
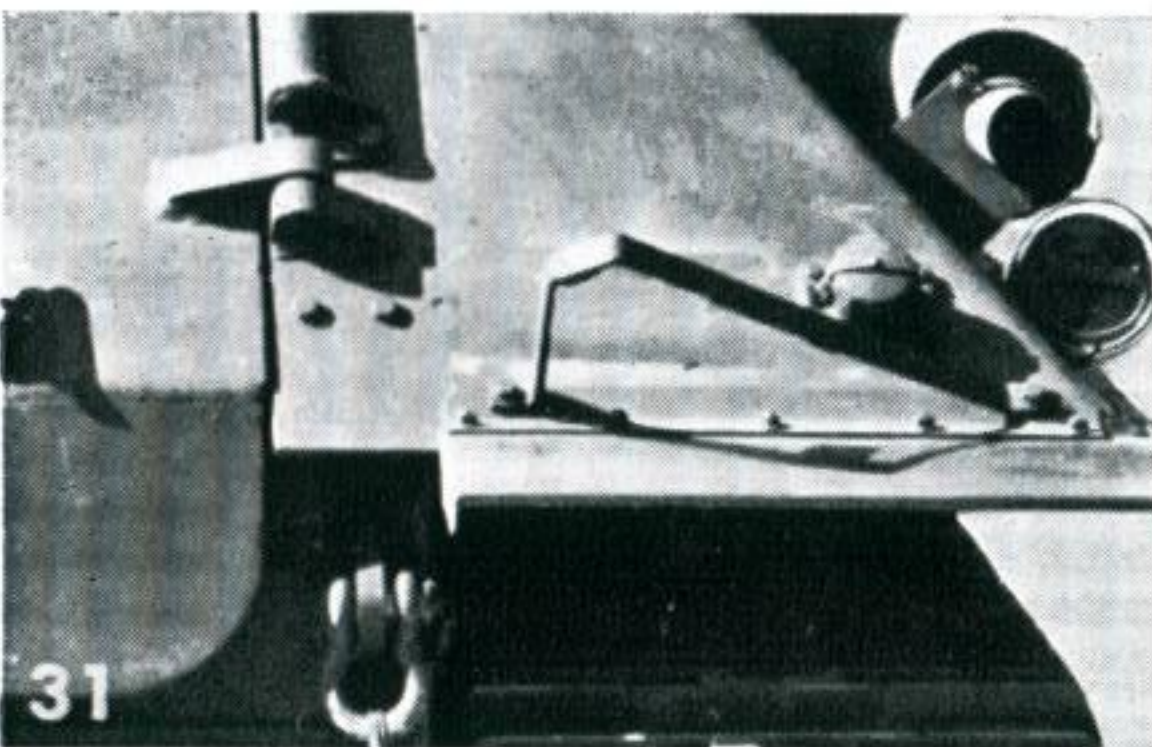
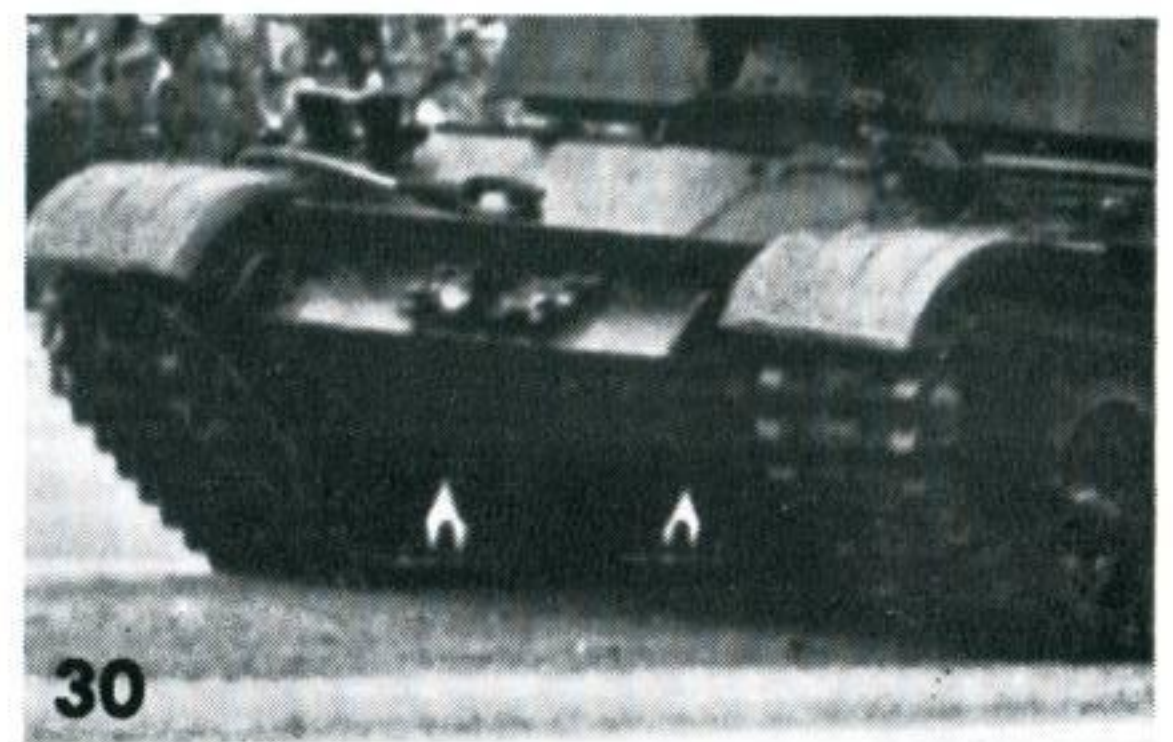
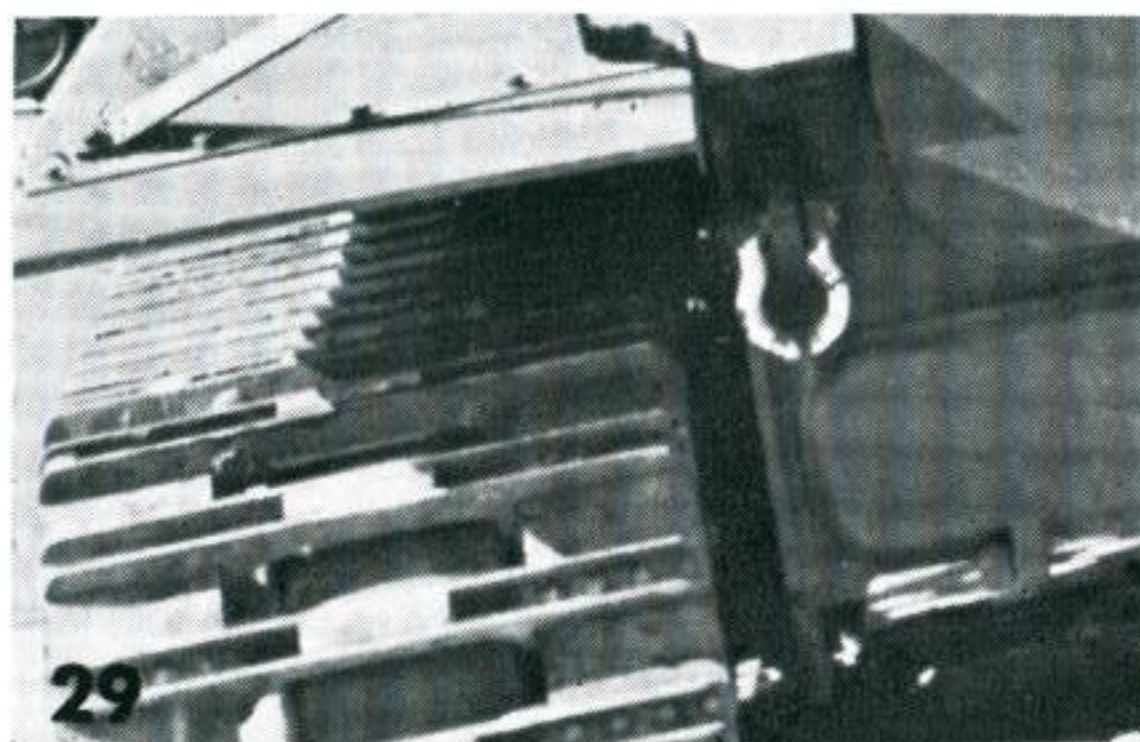


continued





Solutions on the cover



MONTHLY MEMORANDUM

Canadian Forces Changes

HMCS *Bonaventure*, Canada's sole aircraft carrier, is to be taken out of commission. The Tracker aircraft carrier will be retained for land-based operations for at least the next three years. Plans remain to bring into service a second operational support ship and four destroyer helicopter carriers.

Over the next few years some 2500 new 1 1/4-ton trucks will be procured to modernise the vehicle fleet of Mobile Command.

Aircraft changes envisaged are a reduction from six to three CF-104 Starfighter squadrons in 4ATAF, a reduction of the Yukon (basic Britannia built in Canada) fleet from 12 at present to four by 1973, the transfer of the nine Cosmopolitans (basic Convair 540 Metropolitan) to training in 1972 when the 23 Dakota navigational trainers will be retired; the Dakota transport fleet is being reduced this year. Tutor and Lockheed T-33 trainers are being reduced in numbers and the 50-odd Expeditors are going out this year.

A new role for the Buffalo will be Search and Rescue and six are being converted to this role pending replacement by six specially built to operate from land, ice or water; this will mean the replacement of Dakota and Albatross aircraft currently used for SAR.

Hustler being phased out

The USAF are now phasing out the B-58 Hustler. It is not clear at this stage if any will be retained in store against any emergency or for use in a secondary role. Recognition training material on the Hustler should not at this stage be destroyed, but it can be excluded from training schedules.

Moss

The reporting name Moss has been given to the Russian early warning aircraft, a version of Cleat with a dorsal mounted saucer-like radome in the manner of Hawkeye and Tracer.



A Gulfstream II in service, a VIP transport of the US Coast Guard which uses service designations for its aircraft, this being the VC-11A; the previous designation in the system, C-10A, was reserved for USAF's Jetstream order in Britain which was cancelled.



Cover Picture: A Sioux of No 656 Squadron flying over shipping in Western Harbour, Hong Kong. In the foreground is the ex-Ellerman Line ship *Crosbian*, now serving a Panamanian company and further out a typical pre-war Japanese cargo vessel.

SOLUTIONS TO EXERCISES AND TESTS

Page 34

PORTER

All targets are of **Porters** except No 8 (**Auster Autocrat**), 25 (**Turbo-Beaver**), 27 (**Pioneer**) and 35 (**Beaver**).

Page 42

SKYCRANE

All targets are of **Skycranes** except Nos 3 and 20 (**Harkes**) and No 23 (**Sikorsky S-61L**).

Page 40

WHAT'S BUILDING?

- | | |
|------------------------|--|
| 1 Harriers | 12 Viscounts |
| 2 Boeing 707 | 13 Concorde |
| 3 Fiat G91s | 14 Caravelles |
| 4 Intruder | 15 Cessna Skymasters |
| 5 Harriers | 16 Talons (F-5 acceptable at this stage) |
| 6 Canberras | 17 Jetstars |
| 7 Blue Steel (Missile) | 18 Nord 262s |
| 8 Andover | 19 Britannia |
| 9 Drakens | 20 JetRanger |
| 10 Skyvan | 21 Tridents |
| 11 Nimrods | 22 Caribou |

Page 38

FIAT G91Y

All targets are of **Fiat G91Ys** except No 7 which is a **Hunter** and Nos 13 and 15 which are **Jaguars**.

Page 32

AIR ARMS OF THE WORLD No 2—ROYAL SWEDISH AIR FORCE AND ROYAL SWEDISH NAVAL AVIATION AND ARMY AVIATION

Swedish Types

- 1 Draken
- 2 Draken
- 3 Draken (Sk35C trainer version)
- 4 Saab 105 (Sk60A training and liaison version)
- 5 Saab 105 (Multi-purpose aircraft shown with 12 x 13.5 cm rockets. This is an improved version of the Sk60B attack version which is in Swedish service)
- 6 Saab 105 (Sk60C photo-reconnaissance version)
- 7 Lansen
- 8 Viggen (Second prototype with Rb04 ASMs under wings)

American Types

- 9 Iroquois (Agusta Bell 204)
- 10 Vertol 107
- 11 Vertol 44

British Types

- 12 Hunter F50
- 13 Pembroke
- 14 Bulldog

Miscellaneous Types

- 15 Dakota (American)
- 16 Dornier Do17 (German)
- 17 Alouette II (French)
- 18 Safir (Swedish)

Page 46

E CLASS INSHORE SURVEY CRAFT

All targets are of **E Class inshore survey craft** except Nos 15 and 40 which are **Ham Class inshore minesweepers** and No 57 which is a **Soviet P6 patrol boat** and No 60 which is a **Ham Class inshore minesweeper**.

Page 50

M50 ONTOS

All targets are of **M50 Ontos** except Nos 11, 17, 30 and 38 which are of **Russian ZU-2-57s**.