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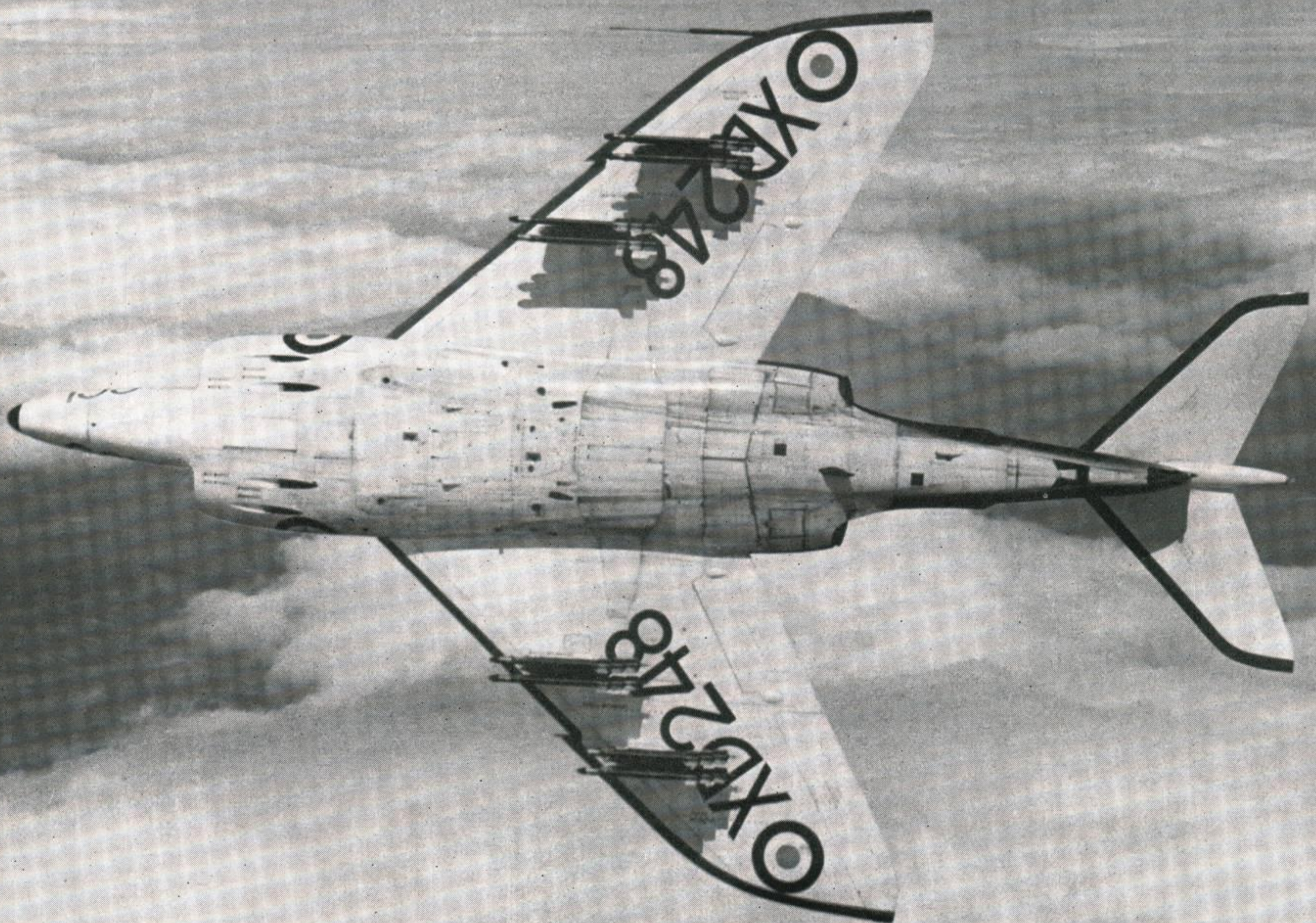
THE ROYAL



OBSERVER CORPS

RECOGNITION

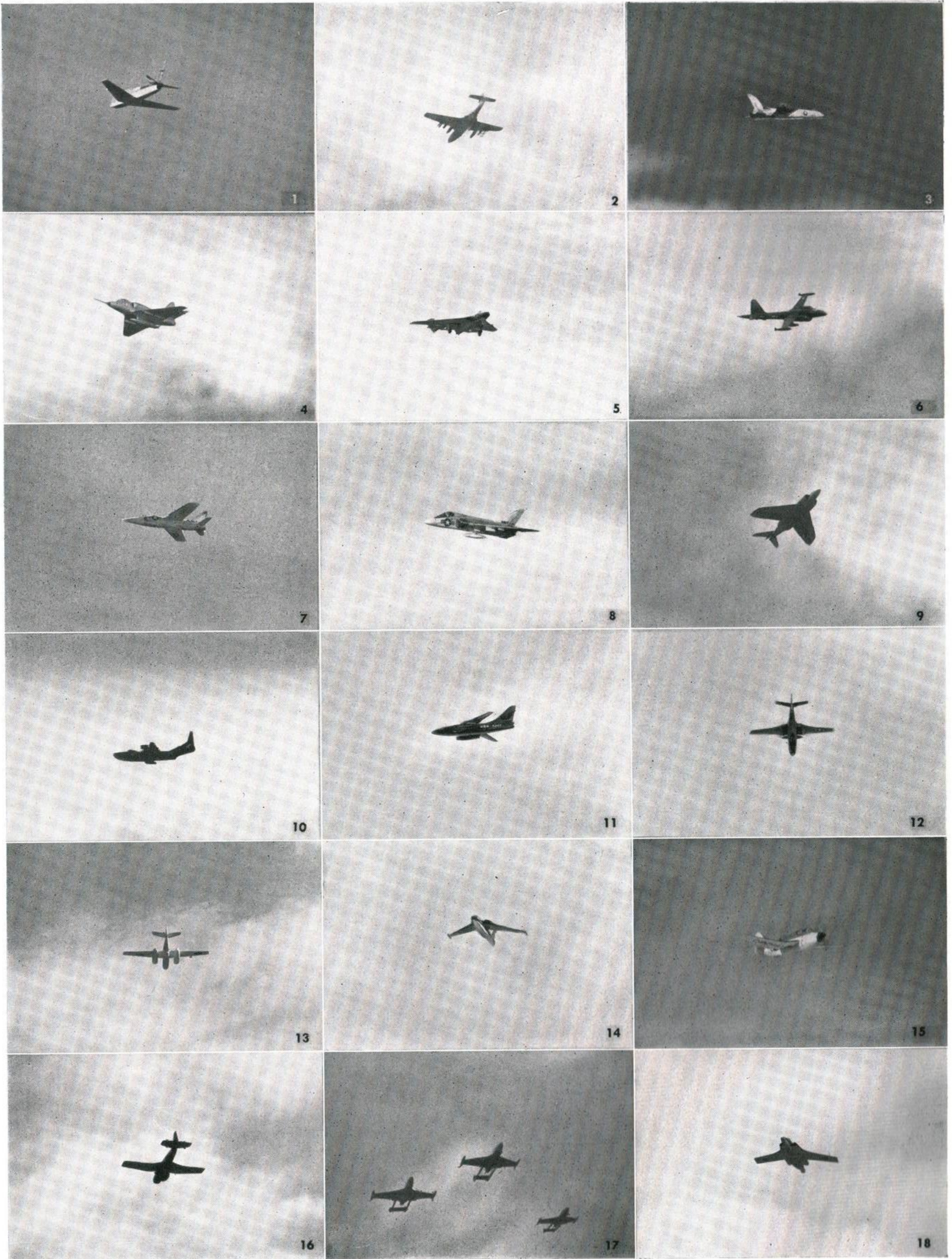
Journal
and R.O.C. GAZETTE



Vol. 2 JANUARY 1960 No. 1

Mixed Bag

solutions on rear cover





RECOGNITION JOURNAL
AND R.O.C. GAZETTE

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*Identification Lessons

Just for the Record—2

Identification and Information

LAST MONTH we discussed the difference between the meanings of *recognition* and *identification* and drew attention to the fact that the real problem in what we call Recognition Training was one of providing identification experience.

In that discourse we said that looking at aeroplanes—or pictures of them—does not alone teach us to identify them. This month we want to add that amassing knowledge of them will not, itself, teach identification either, still less will the conveying of information by talks and lectures, although that is the time-honoured method.

That statement, you may think, is obviously disproved by the fact that some of the best aeroplane spotters are those who have acquired vast knowledge and information about aeroplanes. But in fact your natural aeroplane, or ship, or tank enthusiast (whom God preserve) does not acquire his fantastic spotting ability from the information he collects and “mugs up,” he gains his skill from the intense—and immense—*identifying* task his hobby lays upon him.

In that sense, of course, *collecting* information does eventually teach one to identify, but such time-absorbing methods are unsuitable and inefficient for the Serviceman. Nor are they necessary, since learning to identify means developing a skill at perceiving something, and that is not an intellectual thing at all. Training to identify is primarily a “doing” thing and not a knowledge-gaining one and the forcing of knowledge upon trainees—knowledge which is, moreover, often “alien” and strange to them—can, and does, disastrously impede the much more important perceptual training.

So the time-honoured method of teaching “recognition” by changing all the visual facts into knowledge, i.e. into verbal shape descriptions, and adding further back-

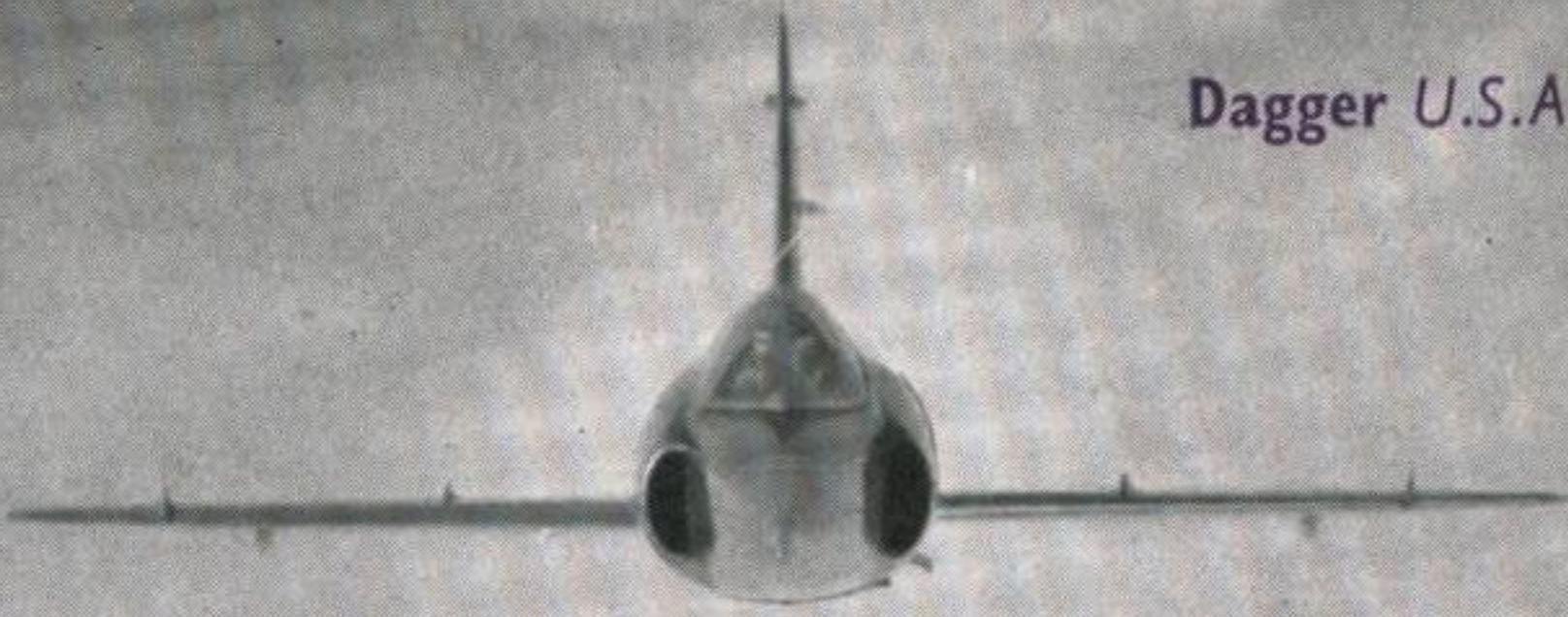
ground information to arouse interest and hold attention, and then forcing the whole mass of information in through the ears of the unfortunate pupils may only too easily result in tedium, boredom and mental indigestion. Not unnaturally, a positive hatred and loathing for the subject of recognition training develops through such methods.

But, viewed as a problem of training in a perceptual skill a new approach can be made which immeasurably lightens the trainees’ learning task as well as that of the instructors. A system such as that used in this *Journal* relieves the pupil at once of the need consciously to try to memorise a mass of facts and information as a prelude to learning to identify. Instead he goes head-first into identifying, his recognising ability developing itself as he carries out the acts of identifying. Thus, without knowing very much about the objects, he soon begins to learn to identify them—within minutes of starting usually—always provided that the material set before him is of the right kind and is properly prepared and presented.

As a result, his confidence in his ability to master the subject is brought to a high level at the outset of his training, and what is more, a natural interest is aroused. Here he is, doing something which he thought he couldn’t do, and doing it with success. With interest aroused he develops a thirst for knowledge of those things he is learning to identify, but it is a natural and unforced interest, a receptive interest, and one which will develop at its own pace and in its own way, given proper stimulation from time to time.

That, in fact, again brings us to the only practical philosophy for Service Recognition Training, and that is to concentrate on teaching Identification. If that is done correctly, interest is aroused and trainees will, of their own volition, gather for themselves all the background information they need.

Dagger U.S.A.F. Fighter

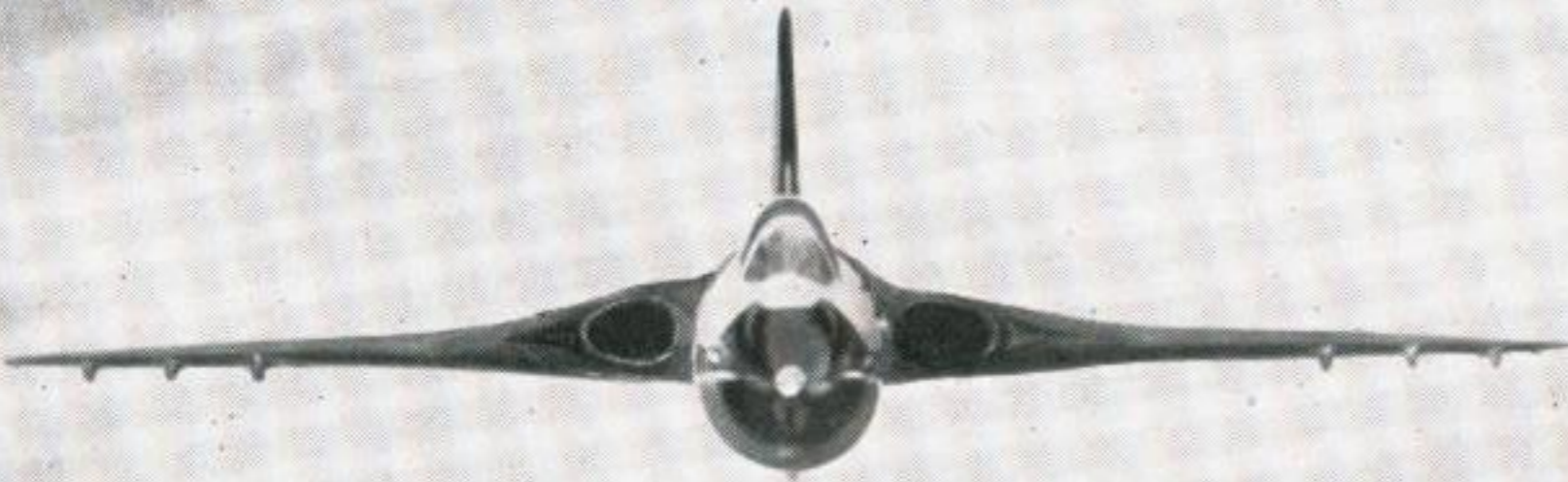


Wing Span 38 feet



DELTA DAGGER F-102A

Draken Swedish Royal Air Force Fighter



Wing Span 31 feet



DRAKEN J-35

Daggers and Dragons

Have you ever looked a dragon straight in the eyes?—or had a dagger pointed straight at your heart? If not, here's an opportunity to experience both. Though there's a distinct difference between these two characters when you look at them from some views, such distinctions as the swollen centre section of the Draken are easily lost in foreshortened views: Anyway you can see for yourself and learn to distinguish each of these fighters by carrying out the usual lesson rules, writing out the list of target numbers and writing down your answers each time you identify Draken or Dagger: Solutions to this lesson are on the rear cover, but don't look till you've completed your list.



Span?

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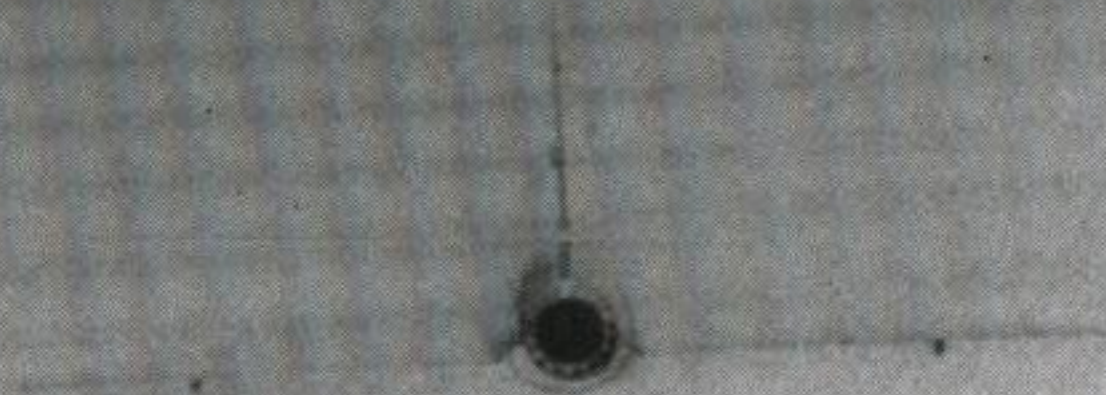
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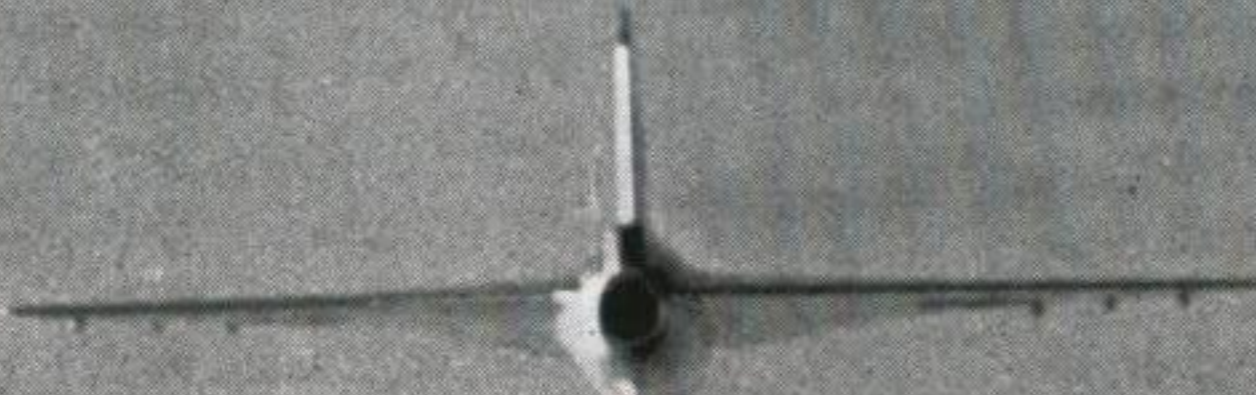
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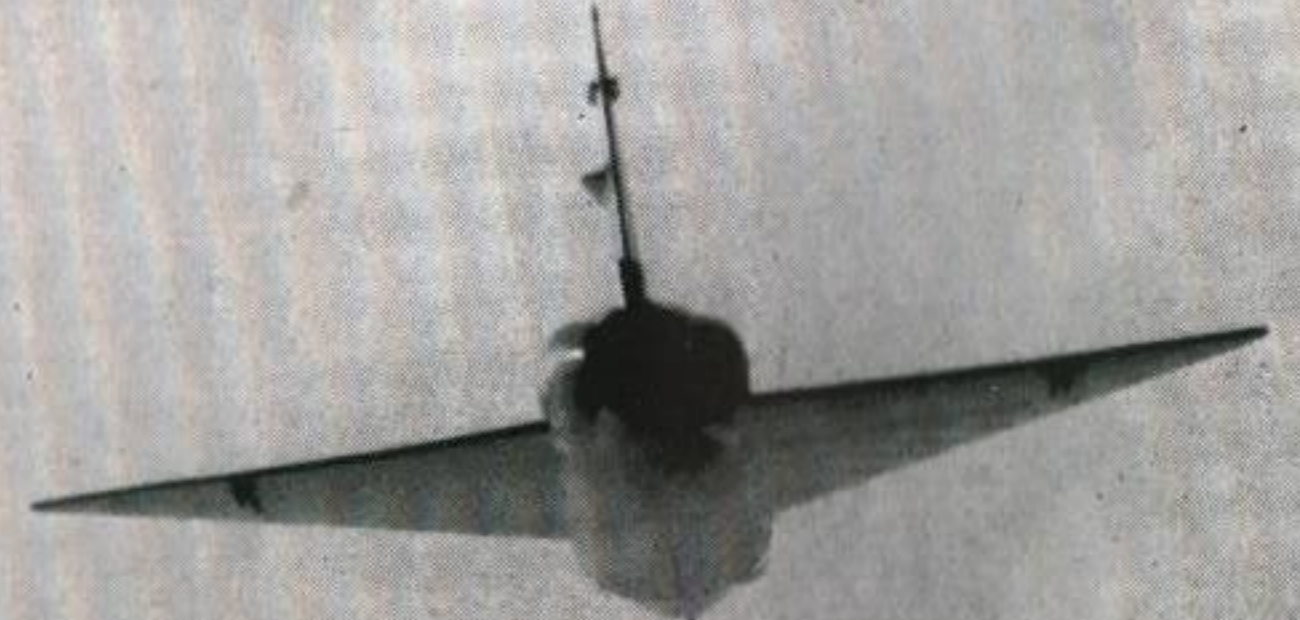


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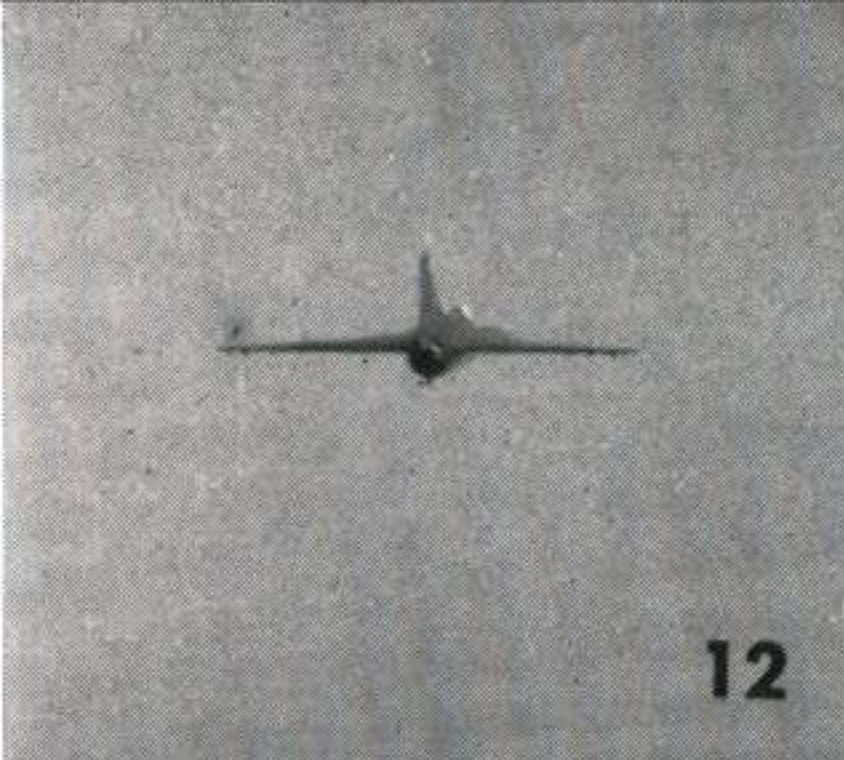


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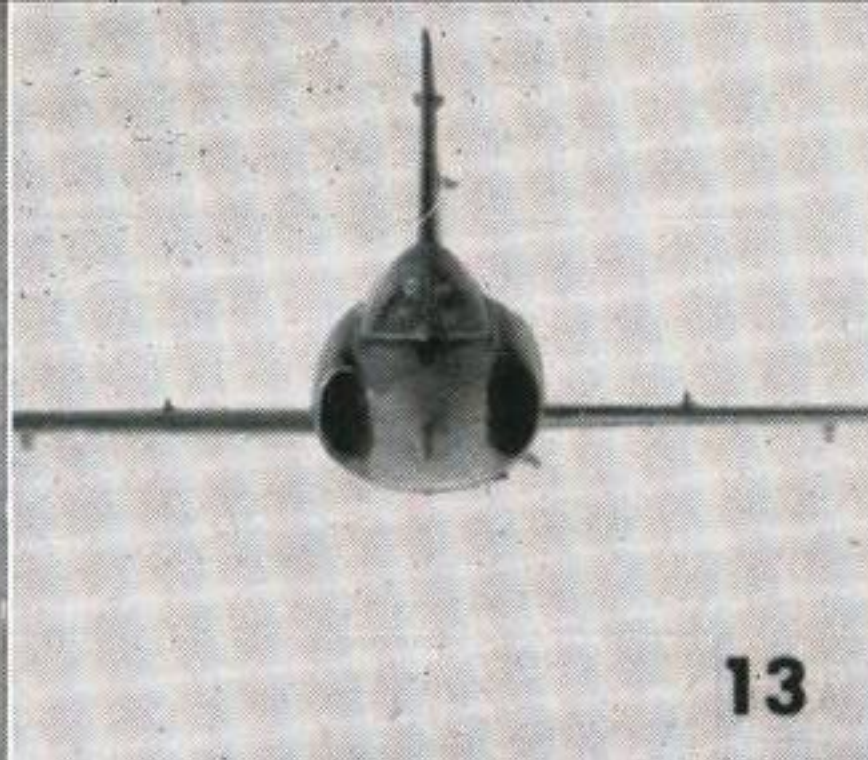
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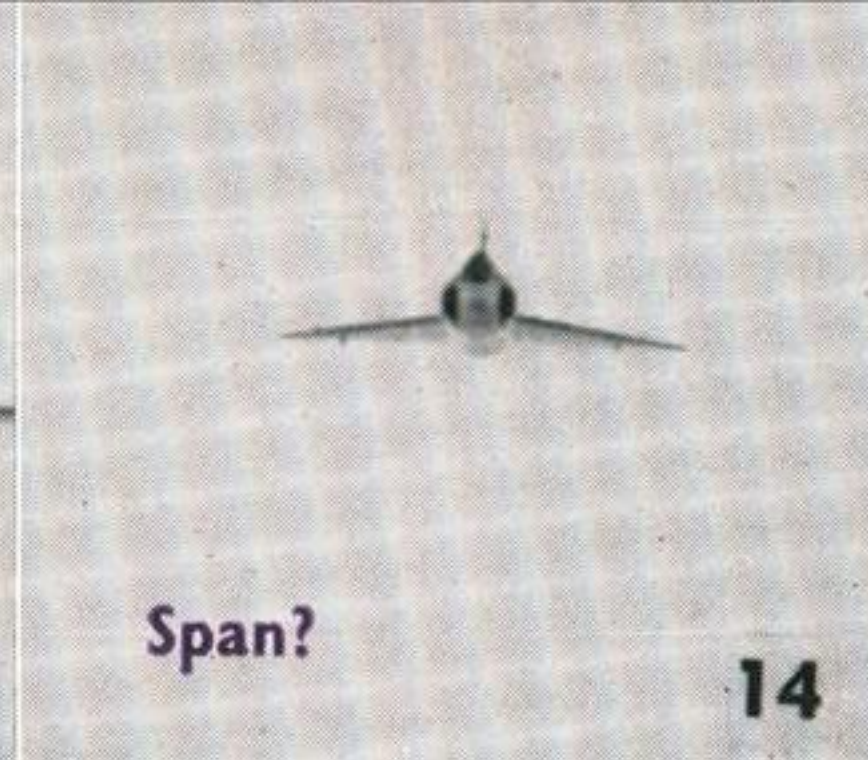
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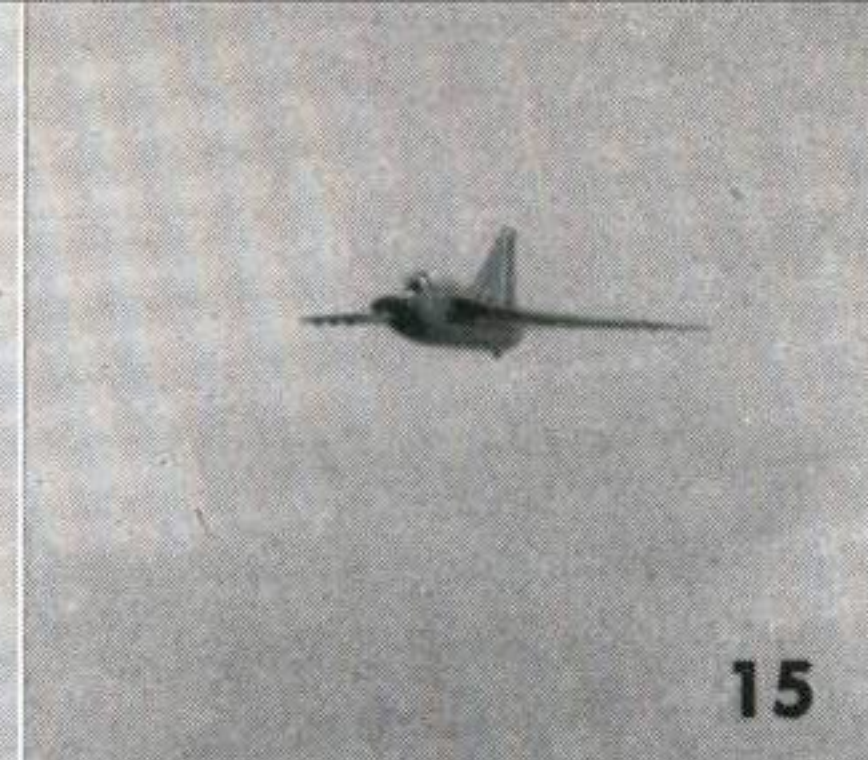


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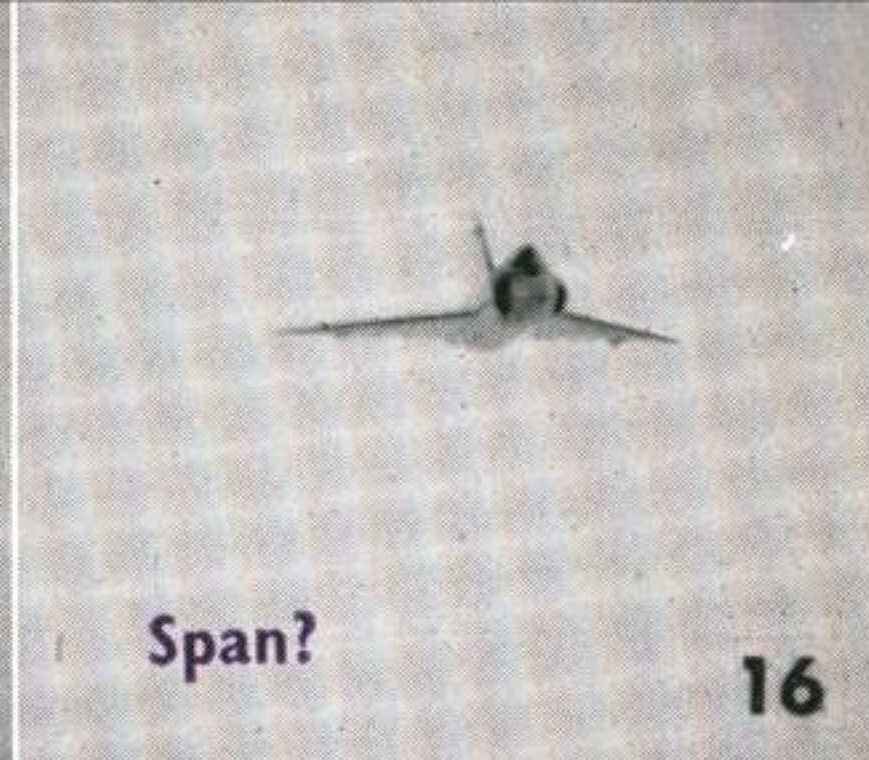


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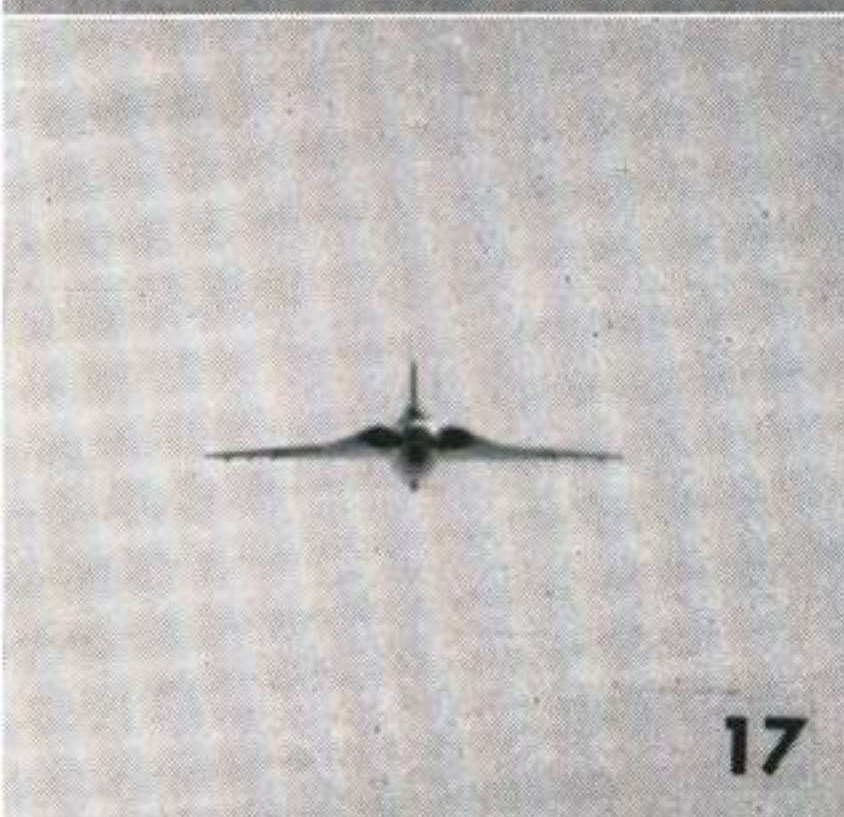


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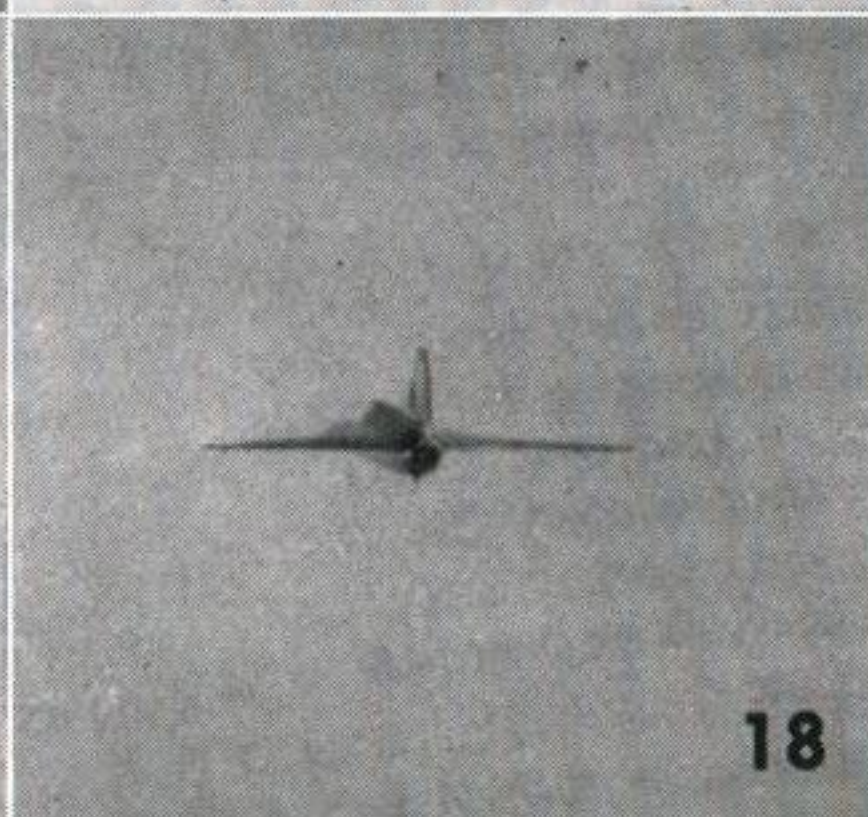


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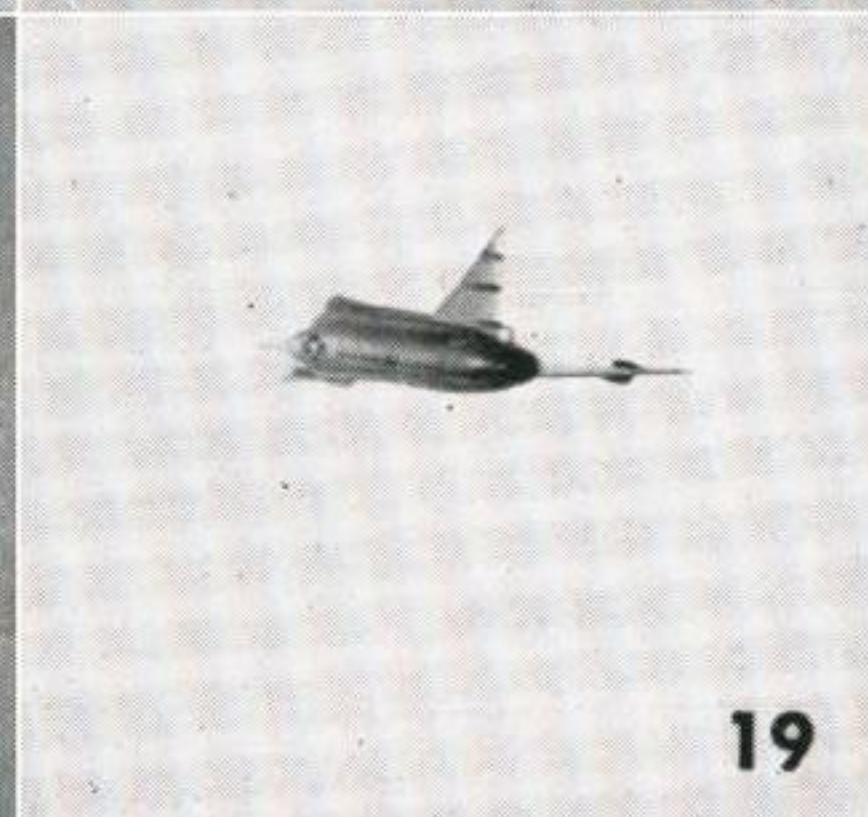
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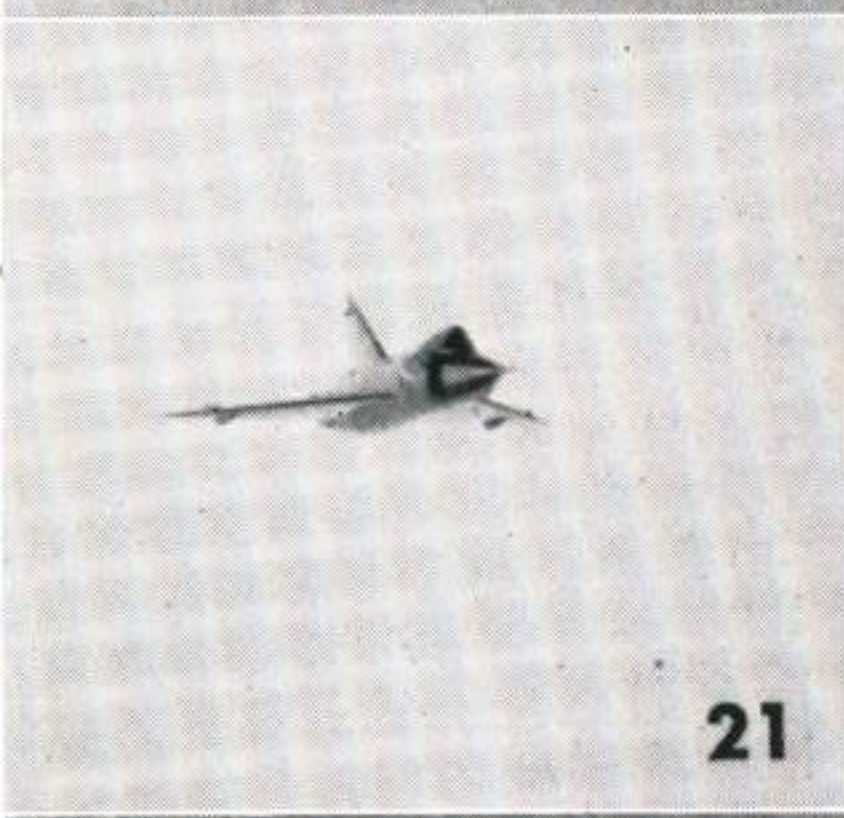
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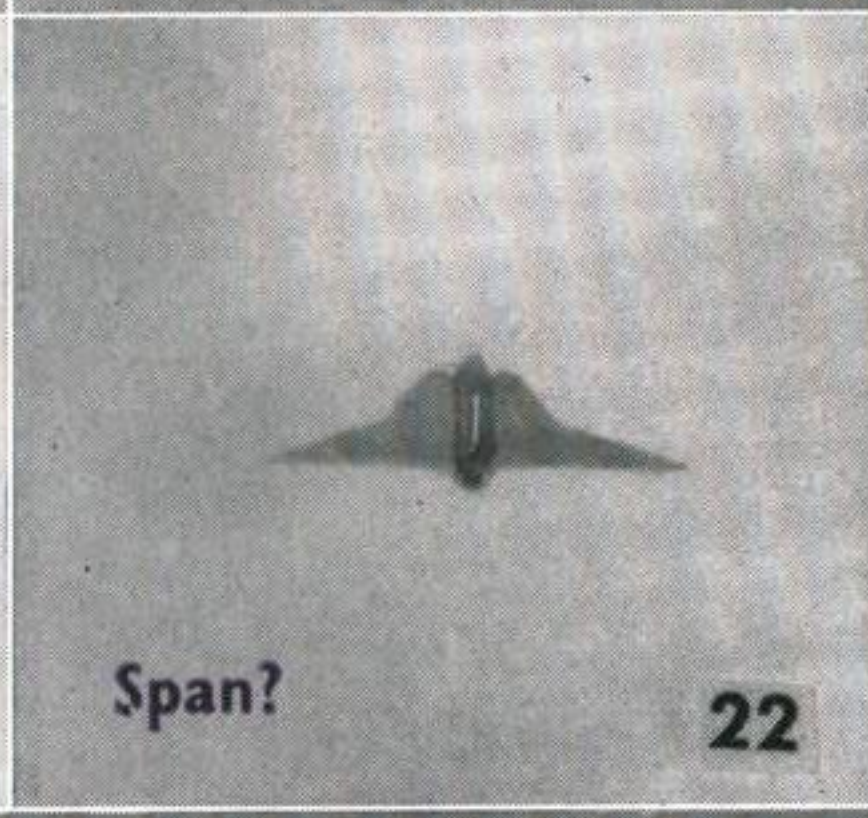
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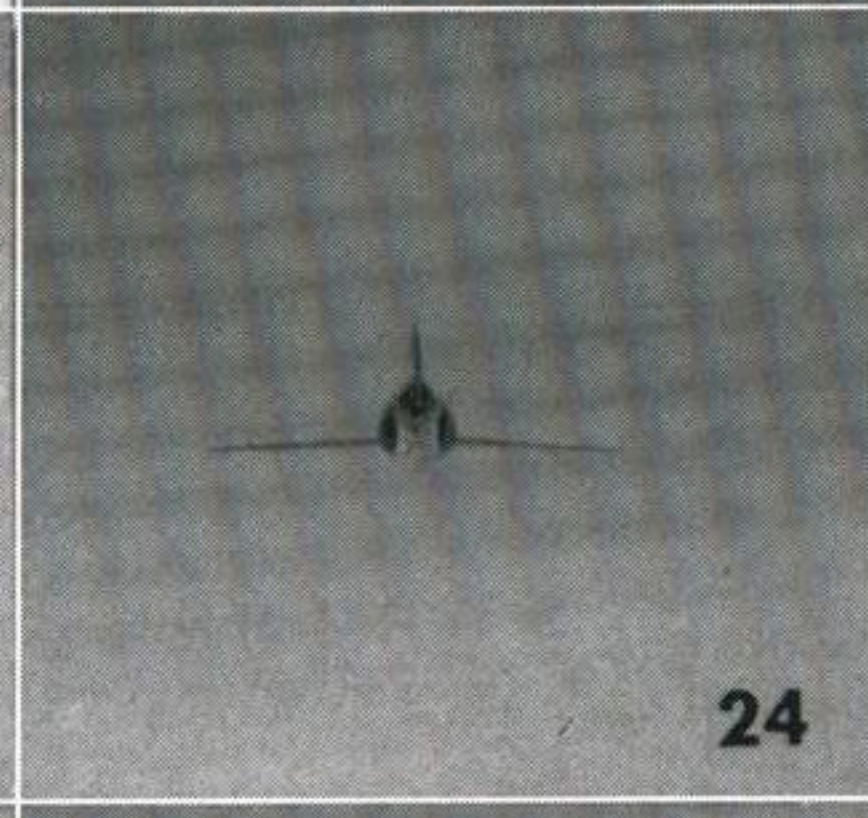


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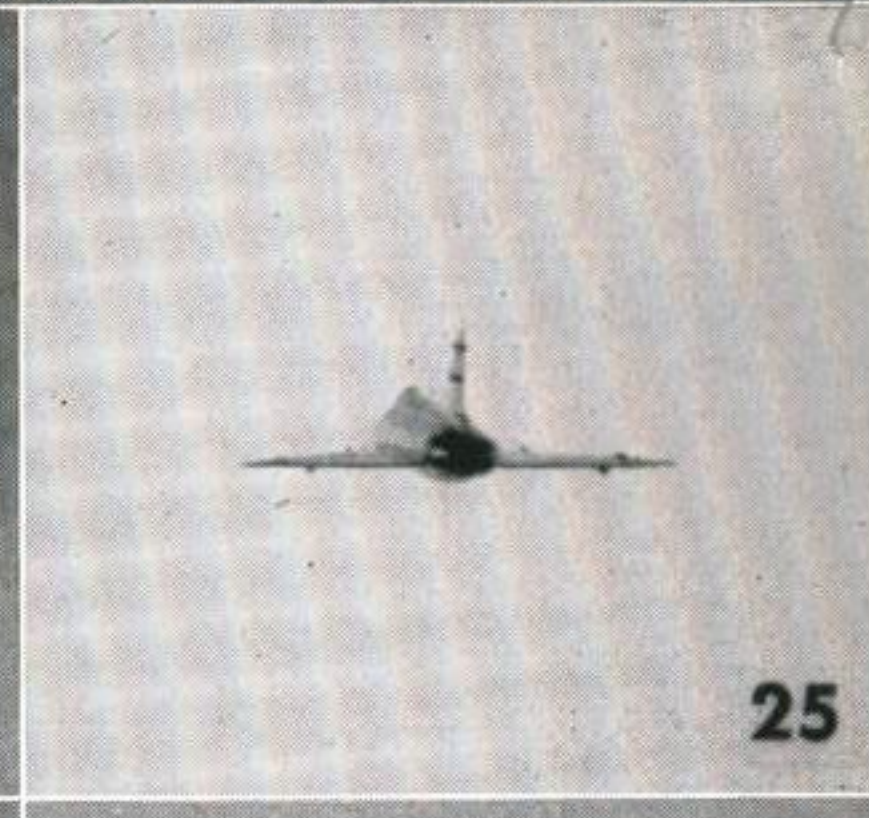
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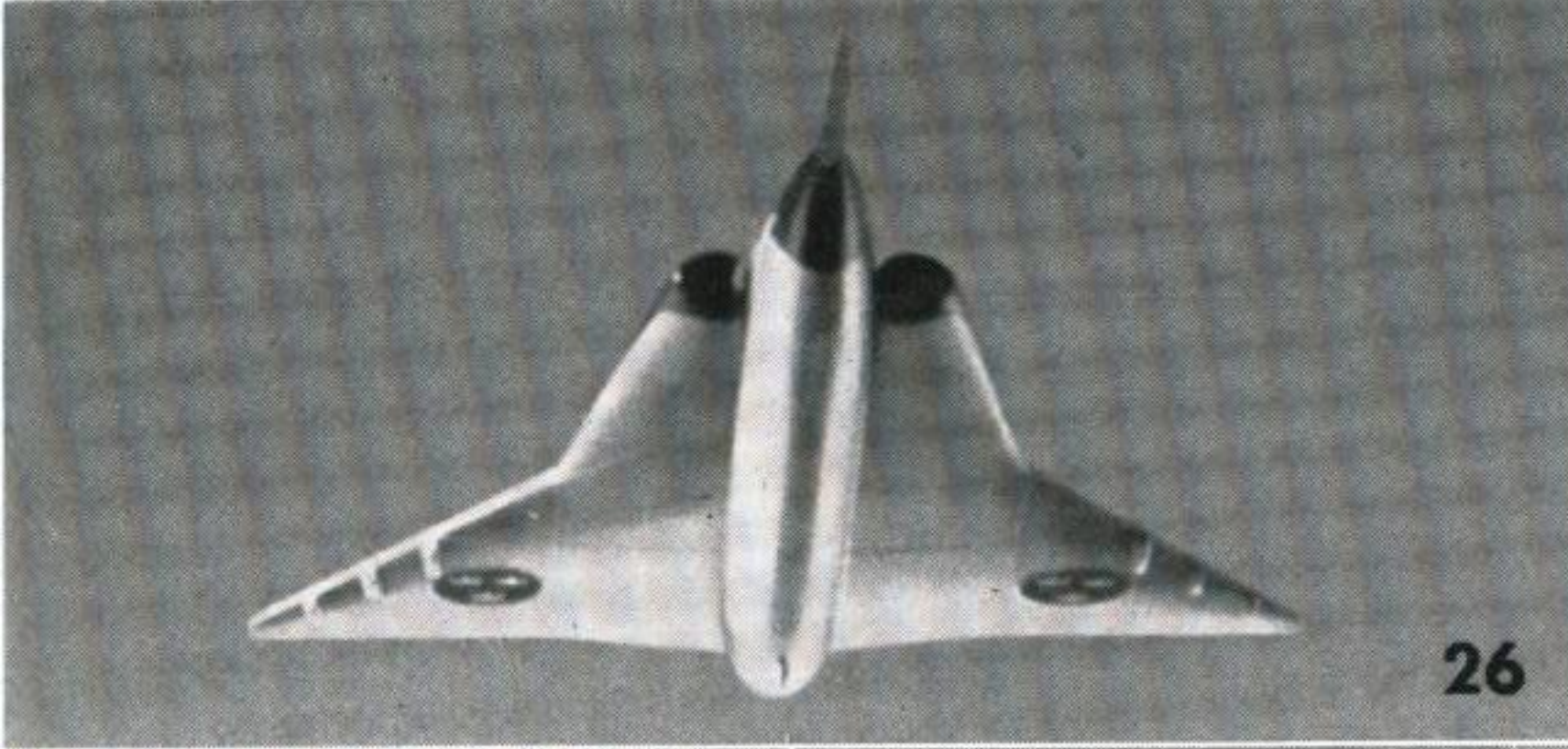
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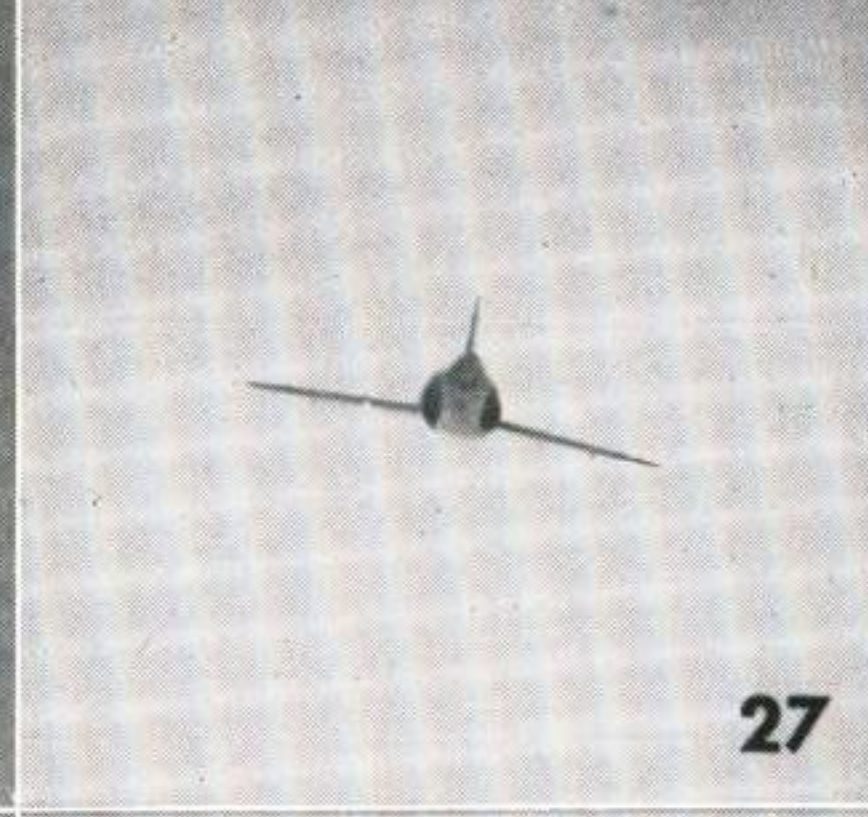
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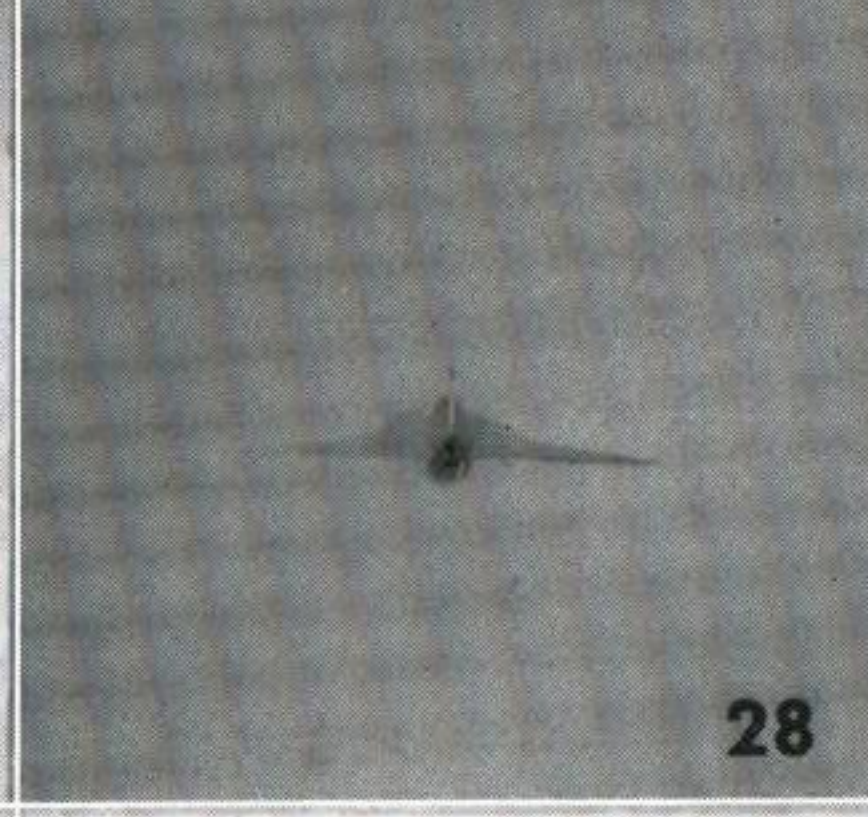
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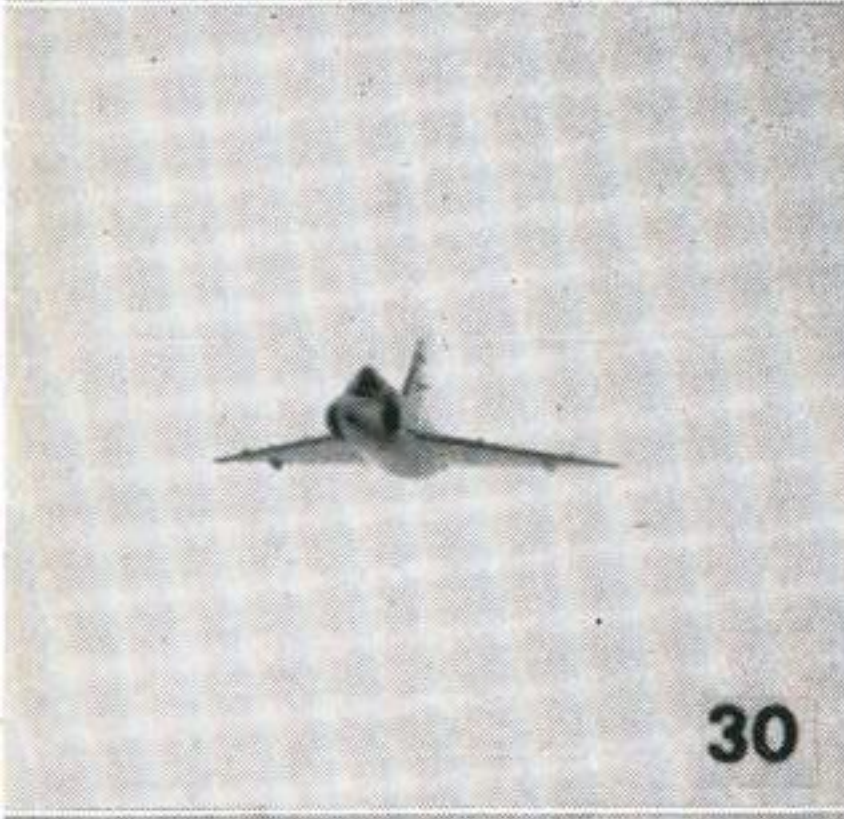
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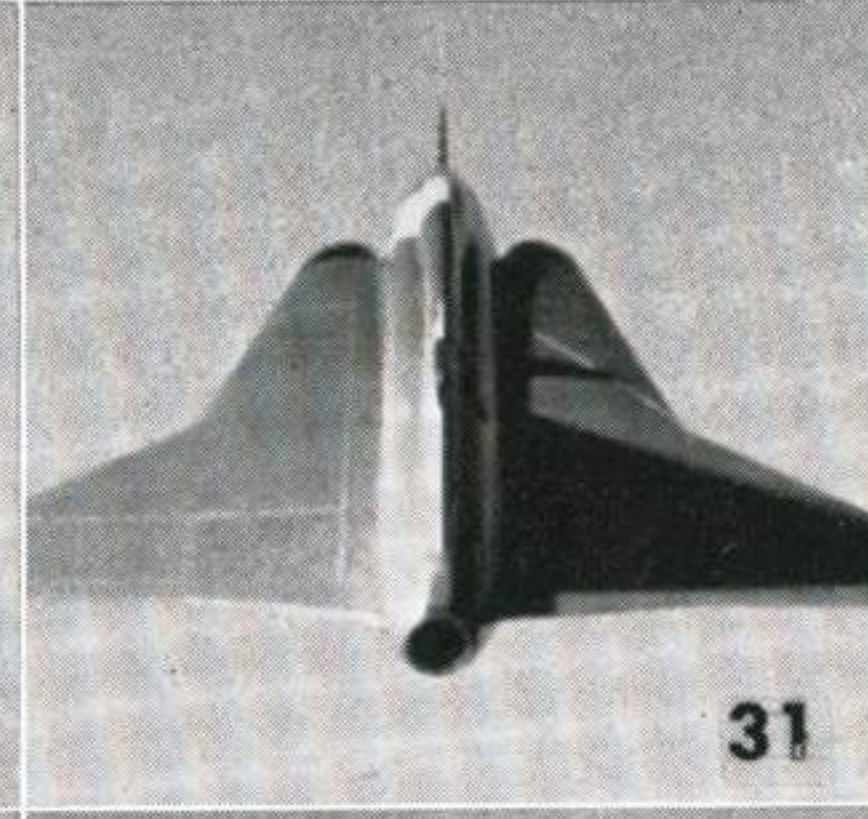
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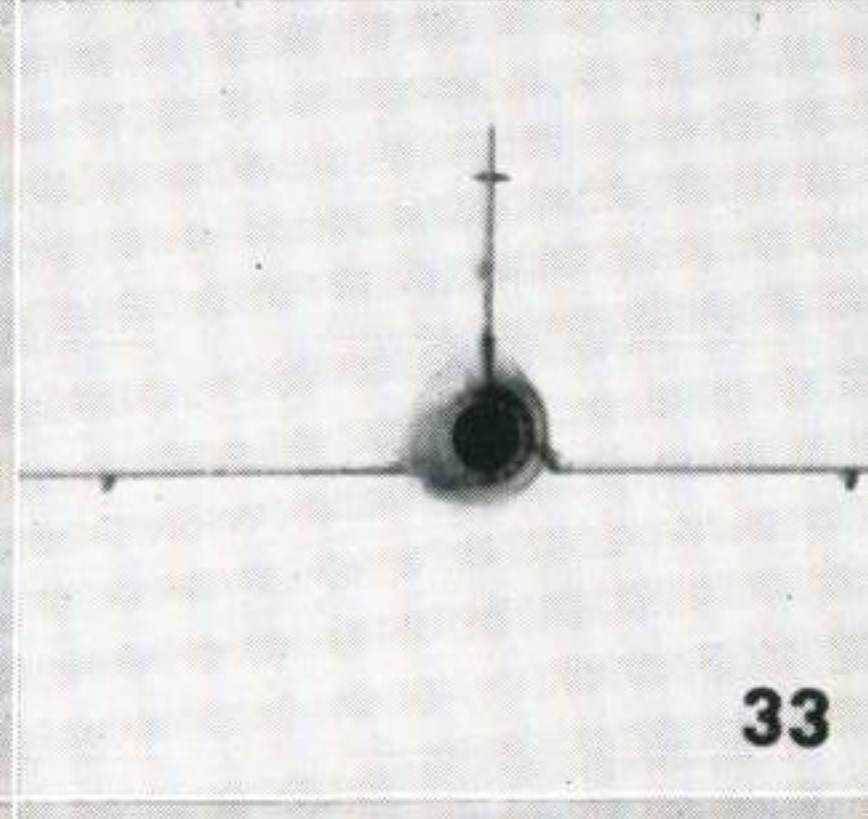
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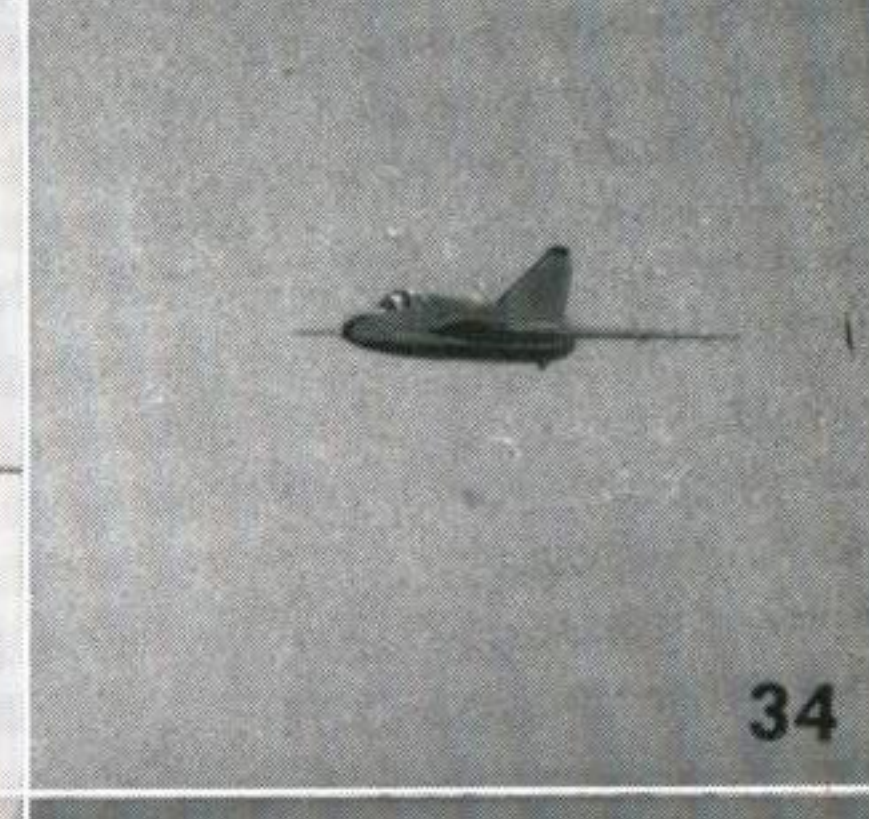
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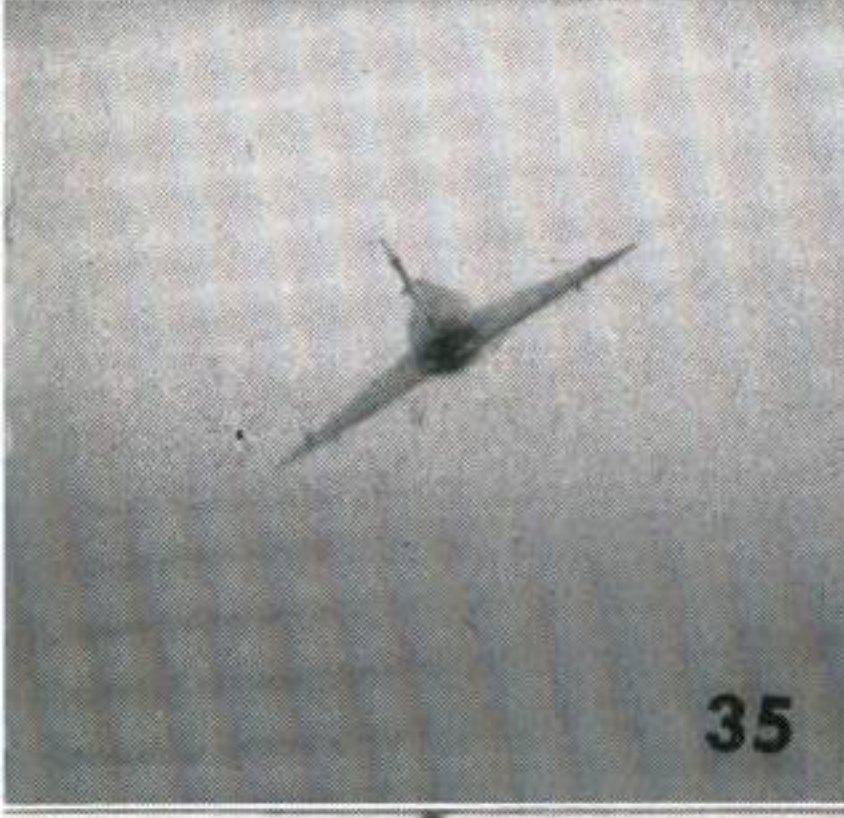
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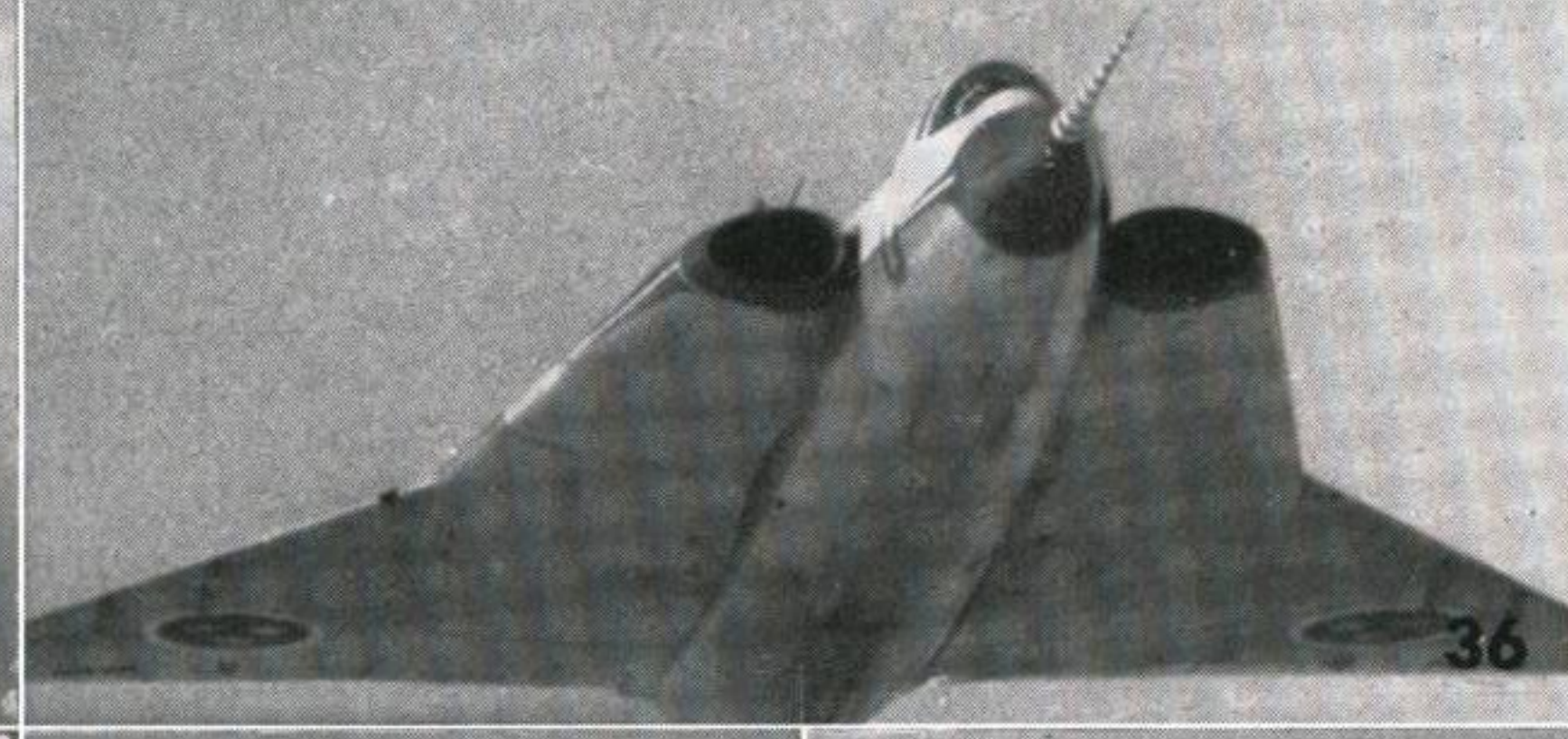
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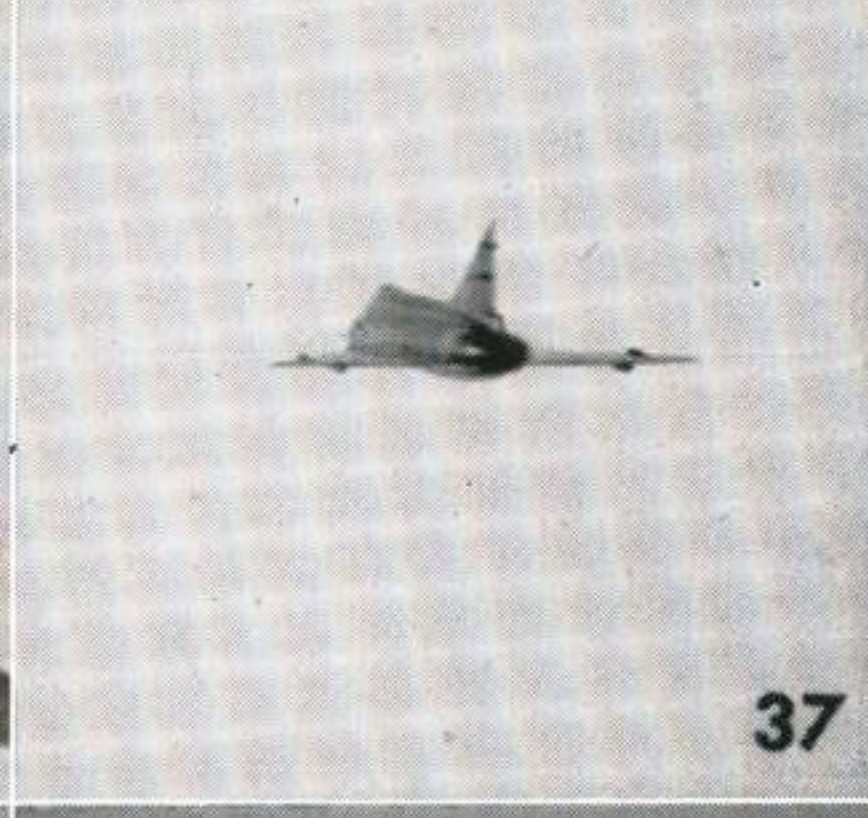
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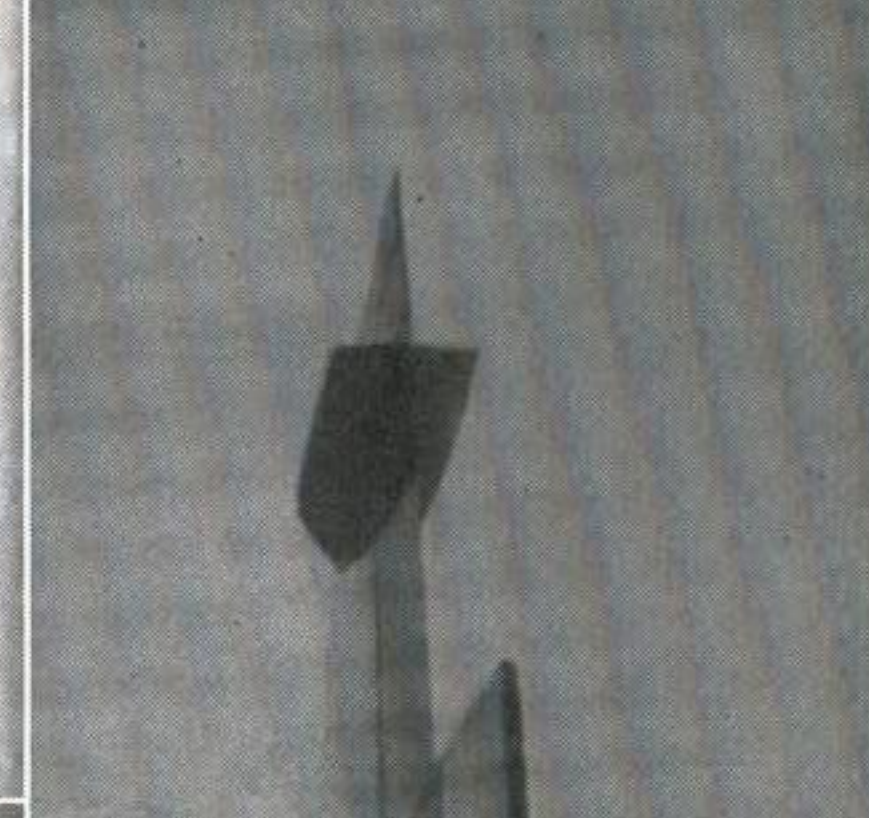
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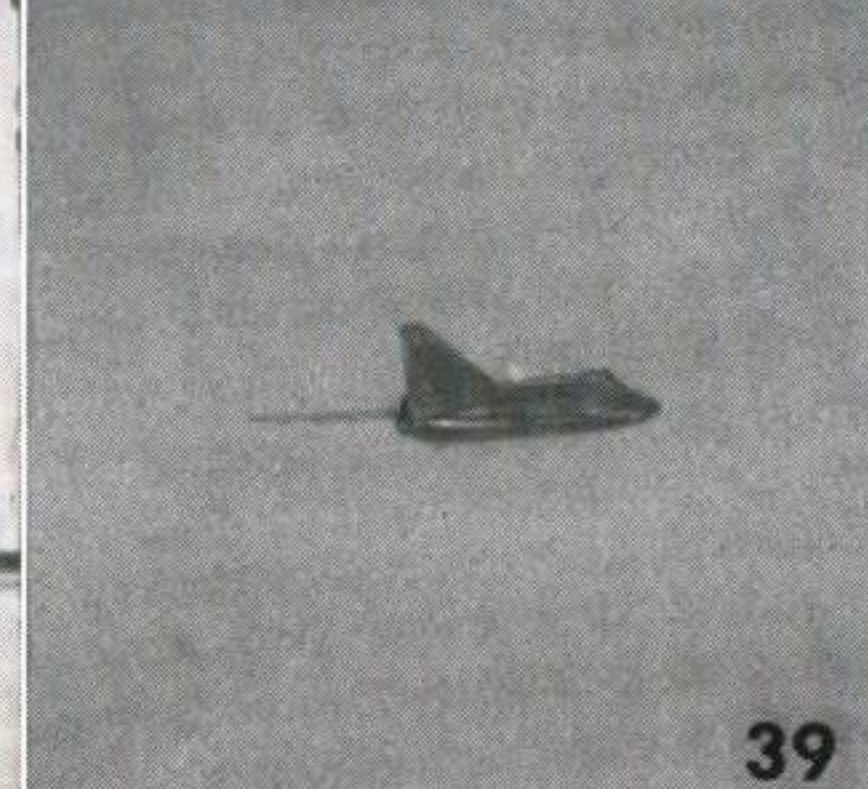
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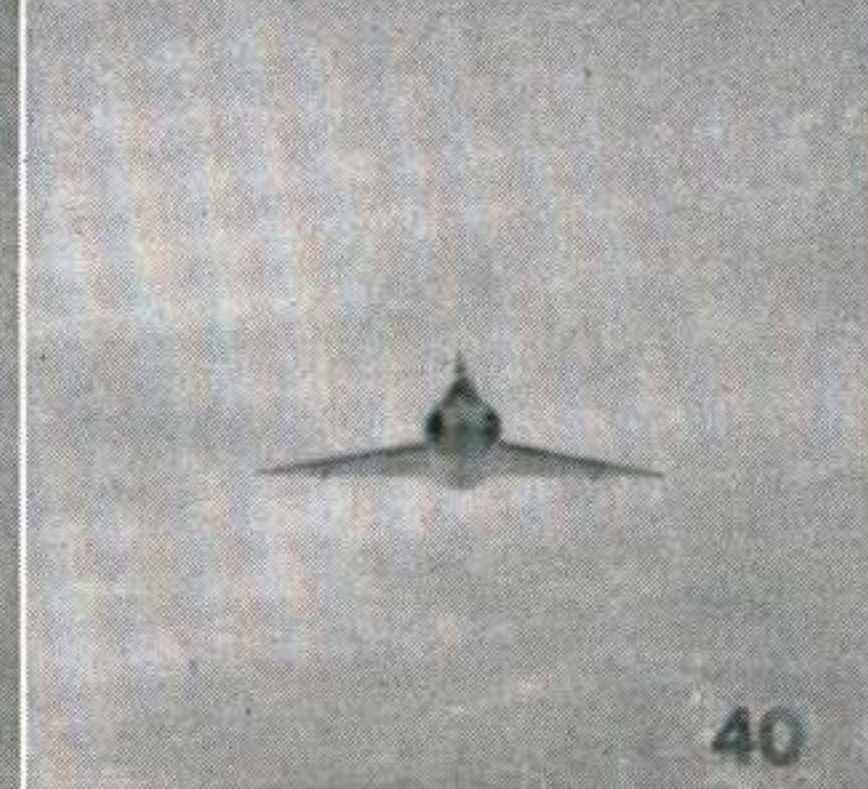
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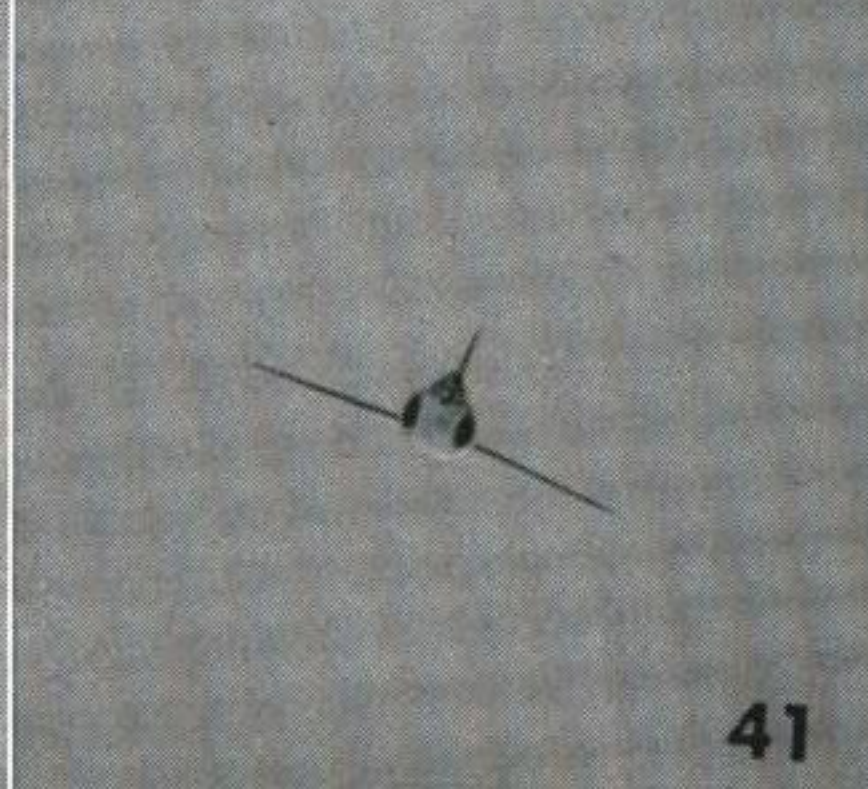
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41



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Who's Who?

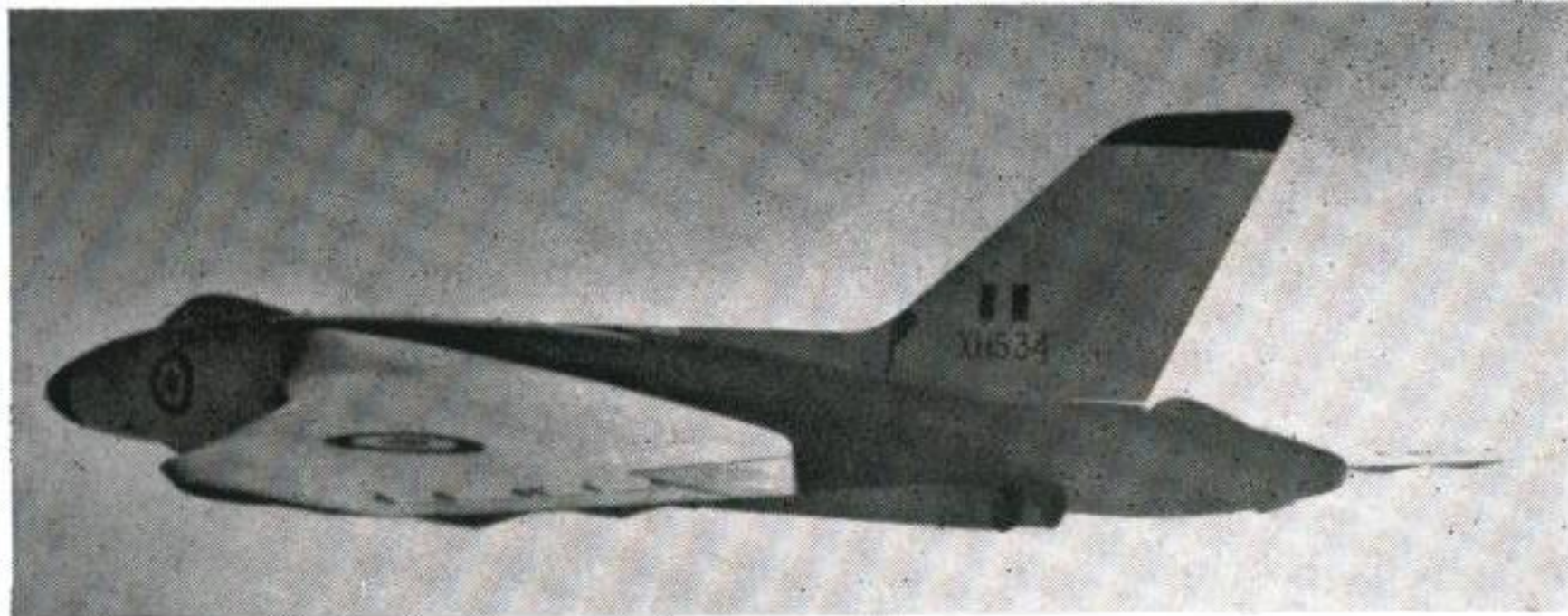
a refresher course

The De Havilland's Comet 4 and Tupolev's Camel (Tu-104) are as unlike their natural namesakes as can be. Nor are they very much like each other. How different they are you will find out for yourself when you start to do this lesson. Use the three-views as keys to identify each target in turn and write out your answers in a list before checking them against ours which are on the cover.



Briefs

A collection of items of news and interest which may help your recognition.



Vulcan Revamp

A photograph of the new Avro Vulcan B. Mk. 2 showing the change in appearance made by the extension of the rear end of the fuselage. The Mk. 2 is a development of the Mk. 1 with an increased all round performance, modified wing and more powerful engines. It will carry the Avro Blue Steel stand-off bomb.



Amphibious Squatter

The Vertol 107 prototype ready to squat on its hind legs. Able to alight on land or water this advanced American transport helicopter has aroused considerable interest during recent tours of "other" countries, including Great Britain. The production model has been designated "Vertol 107 Model II" and will be powered by two General Electric T58-6 turbines. The design incorporates many things considered to be "musts" for future helicopters, such as low noise level, two engines, two rotors, long periods between service overhauls and maximum internal carrying capacity—not to mention rear ramp loading.



Training Talon

Sister ship to the N-156F "Freedom Fighter" and sharing 80 per cent of its components with it, Northrop's T-38 Talon is seen here displaying its easy accessibility and "arched" fuselage form. Production is underway with the T-38A for the U.S.A.F. for use as a supersonic jet trainer. Test flights of the T-38 have proved no aerodynamic changes are necessary; it is, incidentally, aerodynamically similar to the N-156F. These two aircraft share the same power plant, General Electric J-85 engines, and originate from the same concept for a low-cost operational fighter with a high performance but a low servicing budget both in flying hours and ground crew man-hours.

Vickers Vanguard

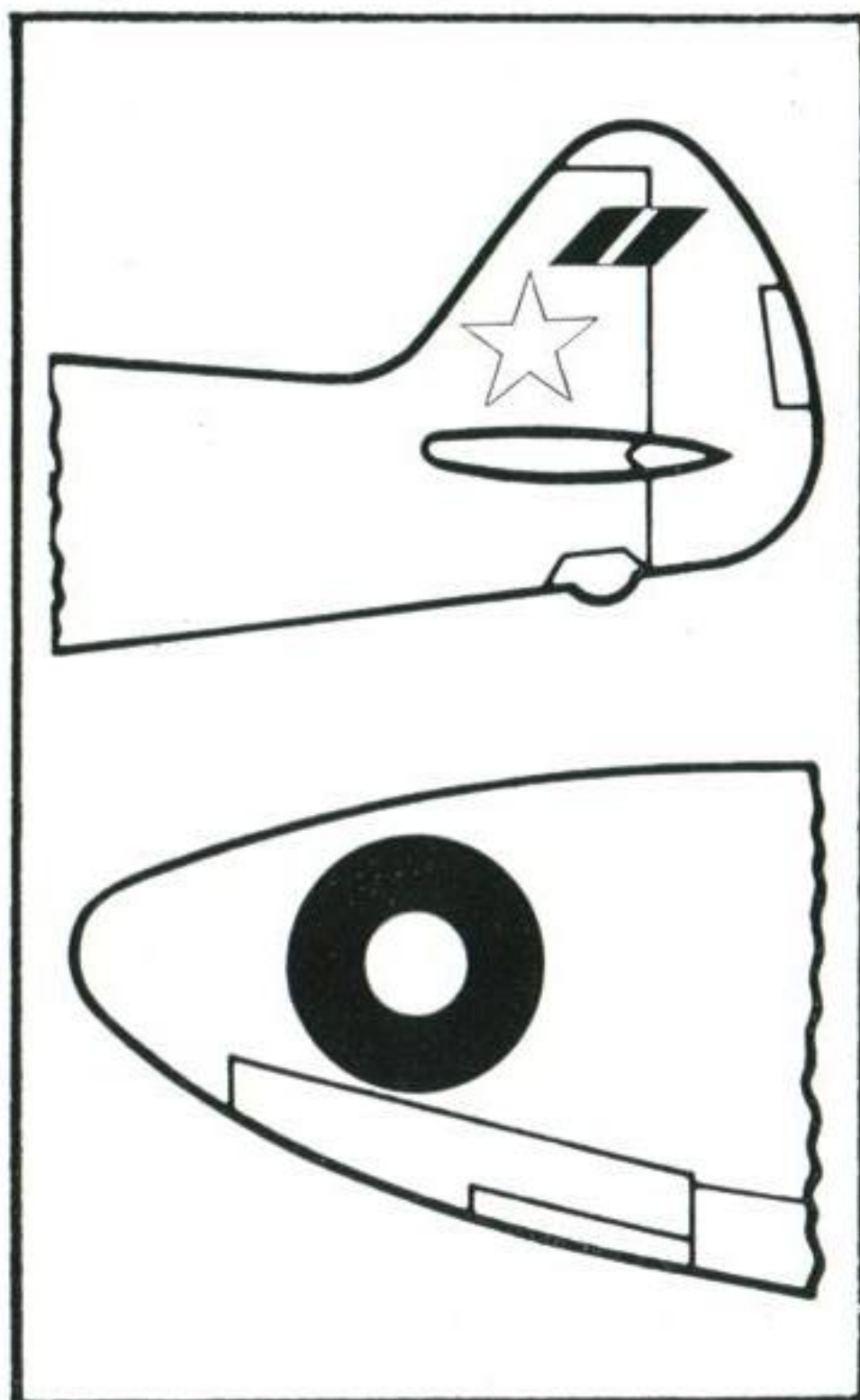
The Vanguard turbo-prop airliner will go into the London to Paris B.E.A. service in July, 1960.

Hustling

A Hustler recently flew 1,400 miles from Texas to California at 700 m.p.h. below 500 feet, climbed into the stratosphere and returned to base (Fort Worth) without refuelling—the whole flight took 4 hours 3 minutes. The outward trip was made to demonstrate the Hustler's ability to sneak under radar defences in a low-level bombing run—a rather long run at that. Observers along the route said that by the time they had heard and sighted the B-58 it was nearly out of sight going away. Convair state that at higher altitudes the Hustler can exceed Mach 2.

AIRCRAFT NATIONAL MARKINGS

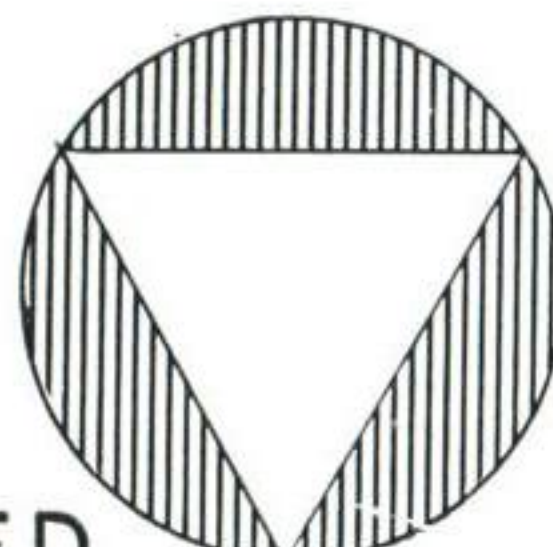
HERE are two further examples of revised national insignia for incorporation into the Aircraft National Markings Chart (Air Diagram 4625). Each larger drawing should be treated as instructed below and stuck on to the chart to keep it amended.



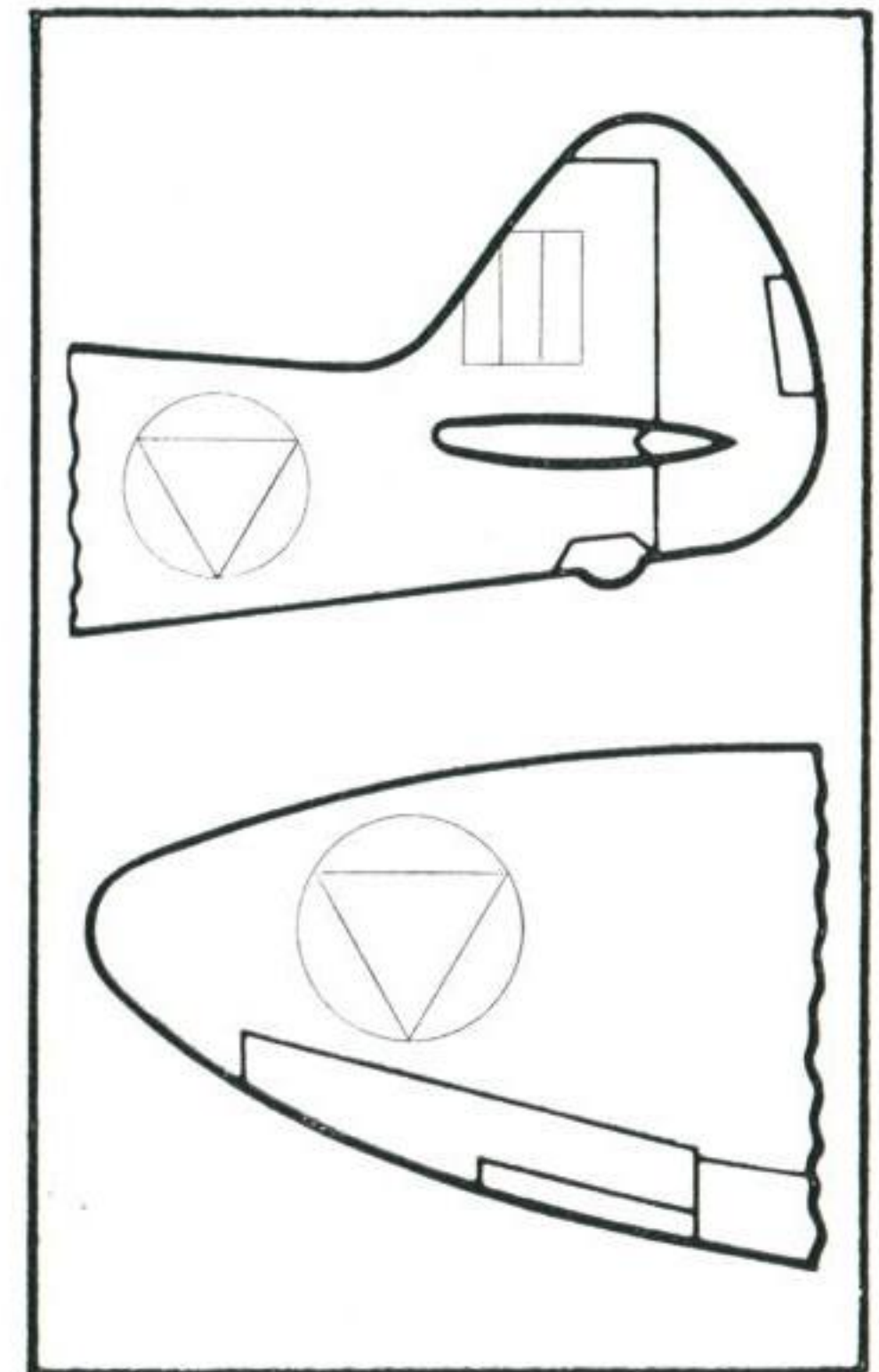
ALBANIA



Each blank insignia diagram on the wingtip and fin and rudder outlines should be coloured in accordance with the smaller "key" and the whole diagram should then be cut out and fixed in its appropriate position on A.D. 4625.



RED



AUSTRIA



SEA SEARCHER

Though characteristic of all Shackletons the M.R. Mk. 3 lacks a mid-upper turret. There are other differences in minor detail which you can see for yourself if you look at lessons on other Shackletons in the November, 1955; April, 1956 and June, 1959 *Journals*. A distinctive character, the Shackleton, you may think, and you will be right. But that does not lessen the need to be able to identify her instantly at a distance or in bad weather. This lesson will help, but first let your eye circumnavigate the "static movies" surrounding the page and pick out the jokers. That will give you some idea of your present ability so far as the Shackleton is concerned. Then do the lesson by the usual routine (list the target numbers; do easy targets first; consult the key all the time, write out your answers). When you have done that go back and look for more jokers in the surrounding sequences. After you've got that little lot taped you can look at our answers which are on the cover.



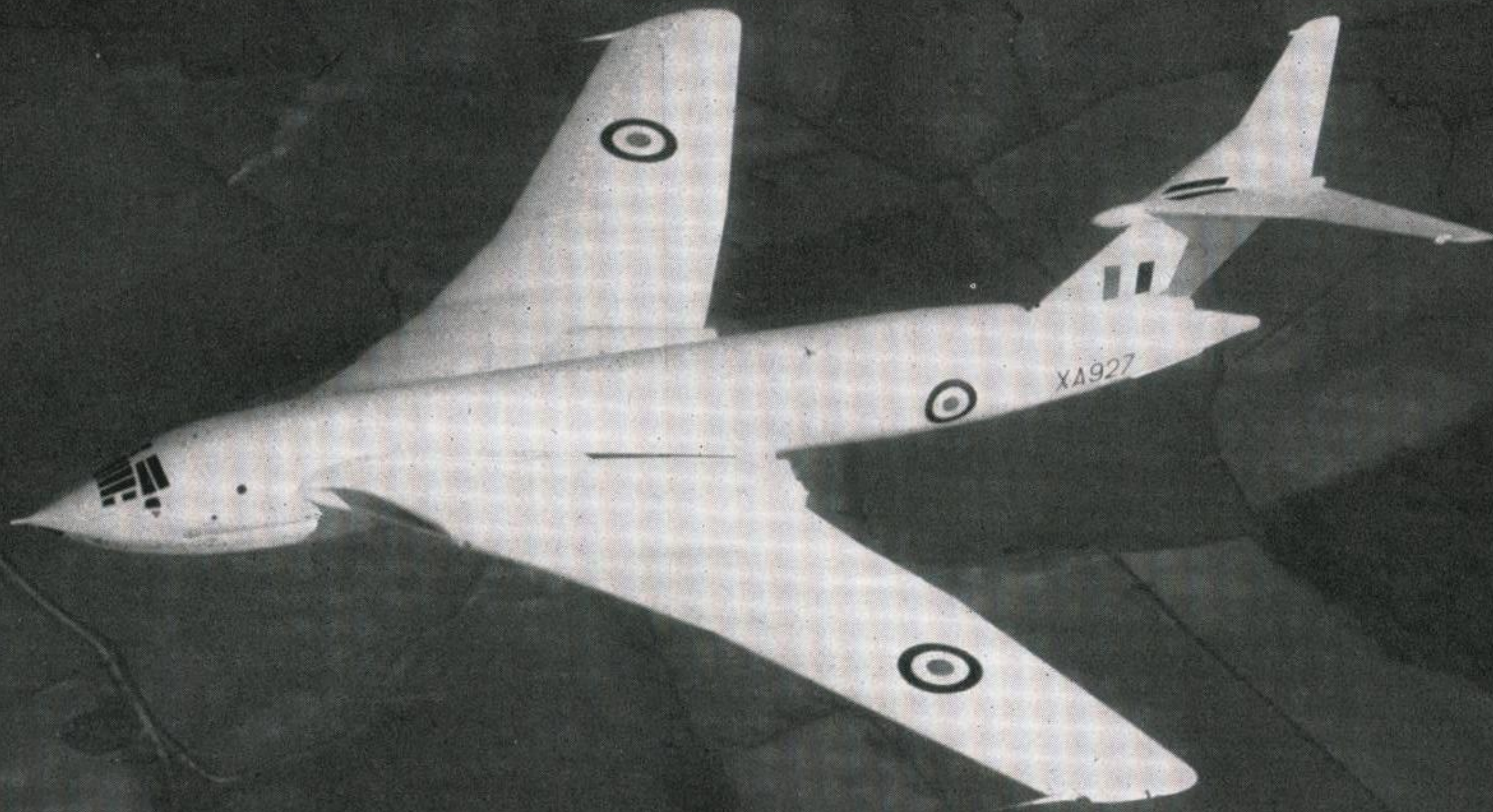
Shackleton M.R. Mk. 3

(Long-Range Maritime Reconnaissance)

(Wing Span 121 feet)

“Is she not passing fair?”

SHAKESPEARE (*Two Gentlemen of Verona*, IV, iv)



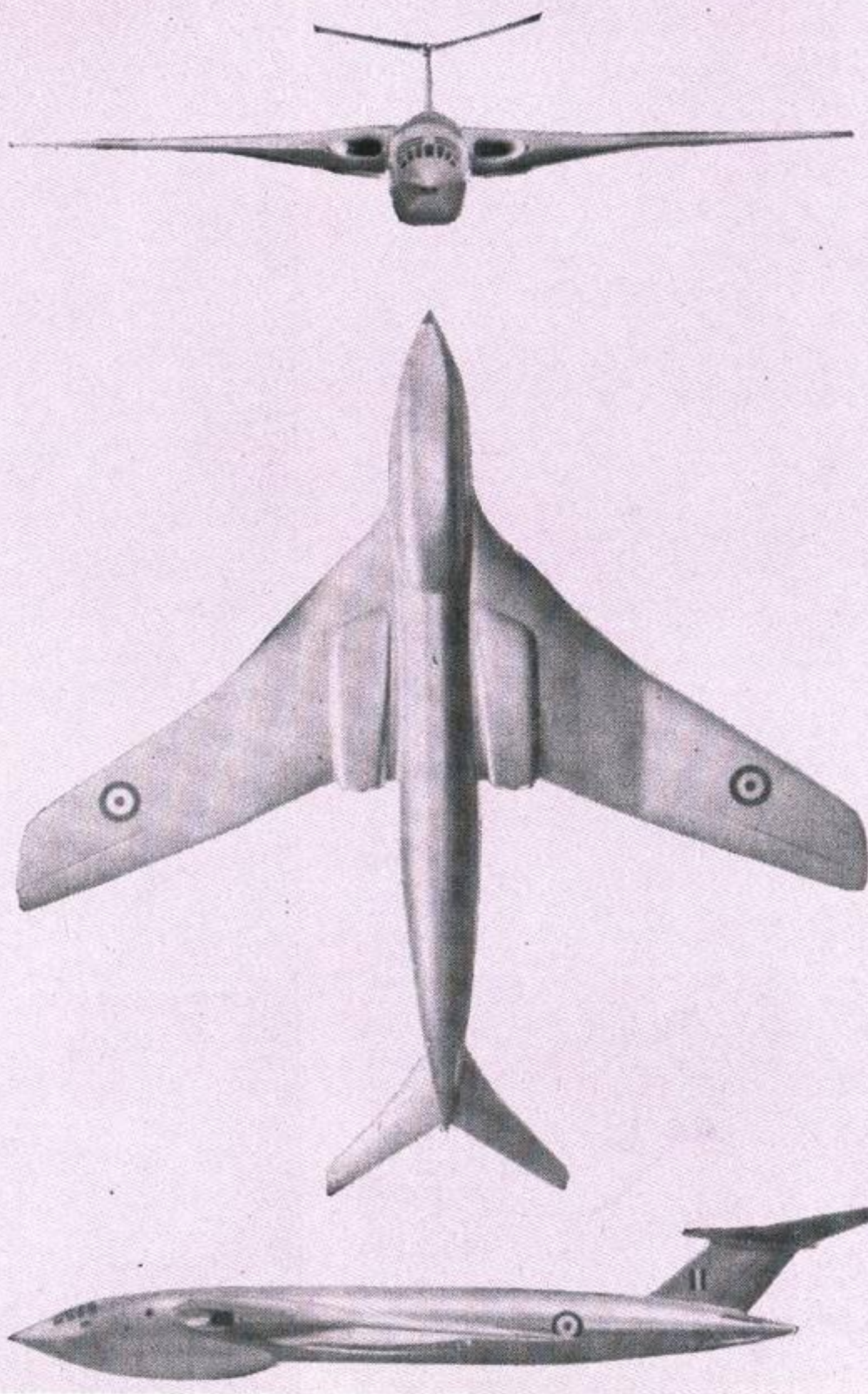
Handley Page Victor B Mk. 1

Span: 110 feet

Flight refuelling probes and auxiliary wing tanks (View 18) such as those adorning some of these Victors Mk. 1 will be standard on production Victors Mk. 2. The Mk. 2's whilst remaining visually “in character” will differ from Mk. 1's in having larger air intakes (for the Conway engines) a longer wing span (120 feet) and two small retractable airscoops at the base of the fin. But you won't be able to tell the Mk. 1 from the Mk. 2 except at close quarters so you can kill both birds with one stone by doing this lesson now.

LESSON INSTRUCTIONS

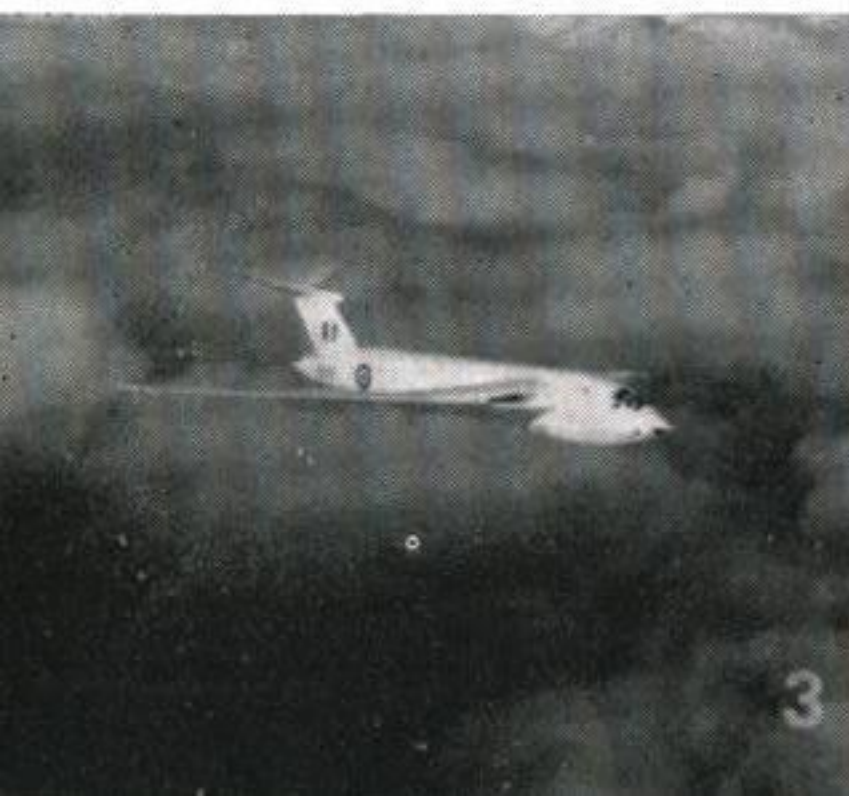
List target numbers; do easy ones first; write out your answer *each time*; don't check till your list is complete; watch for jokers.



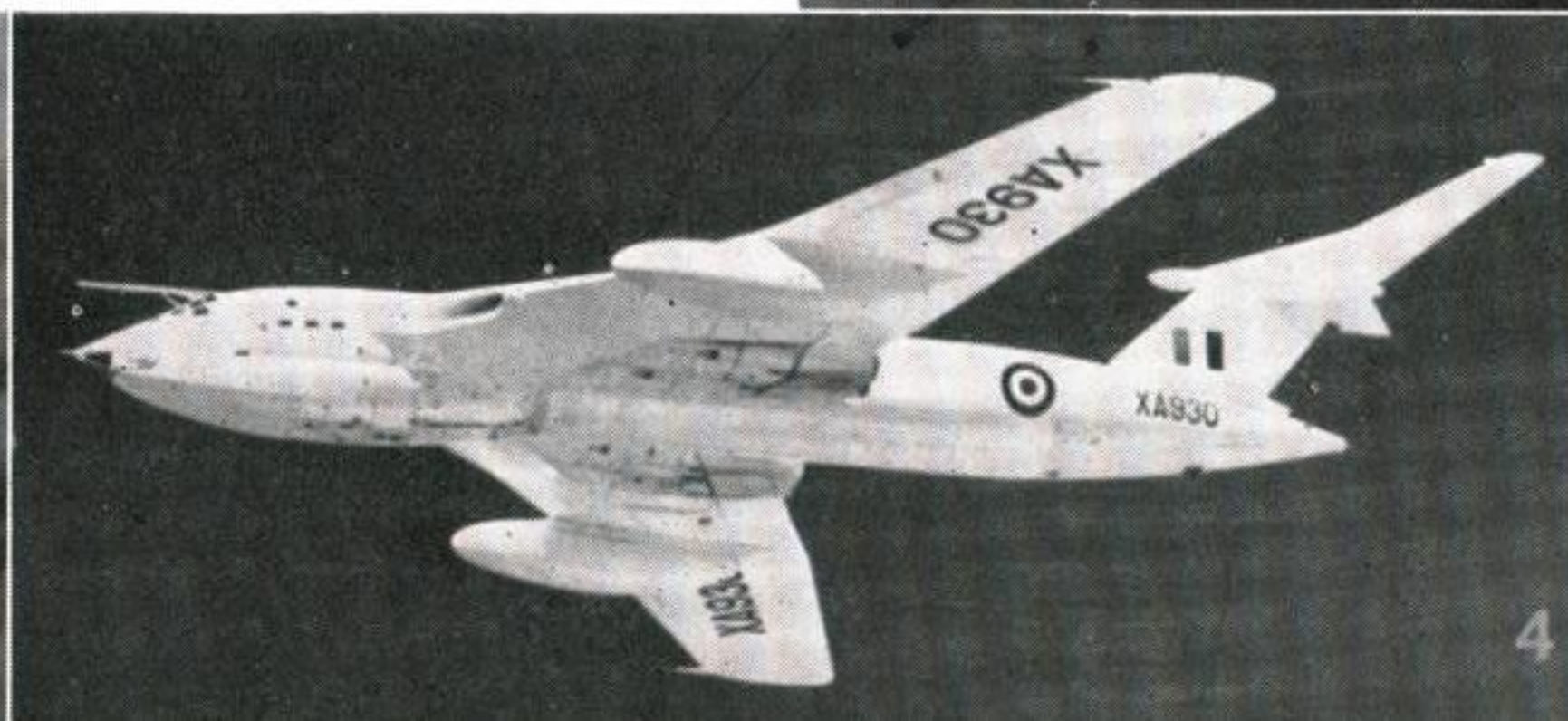
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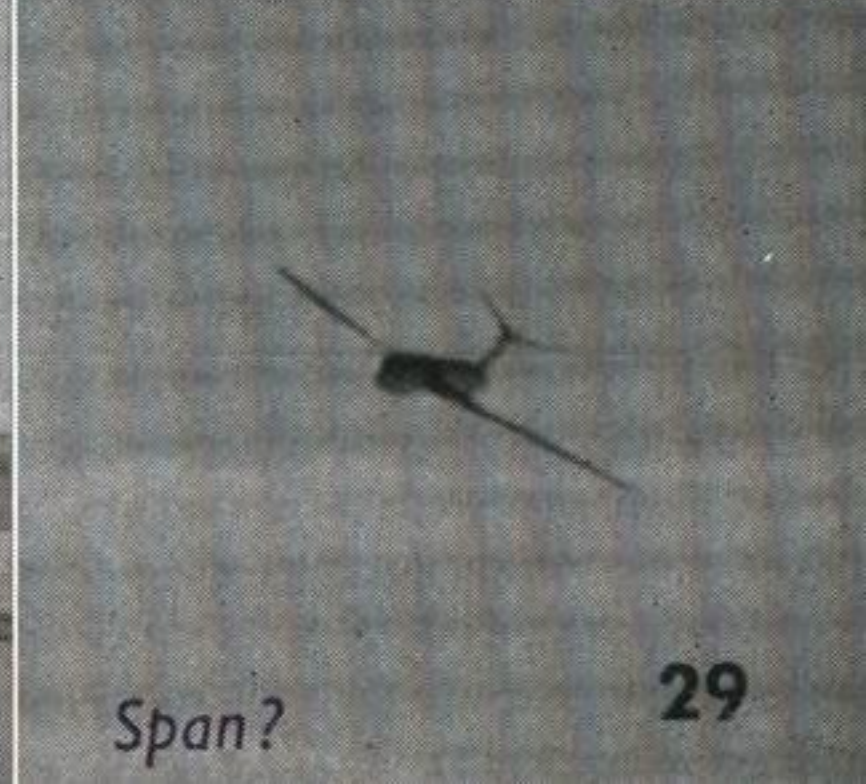
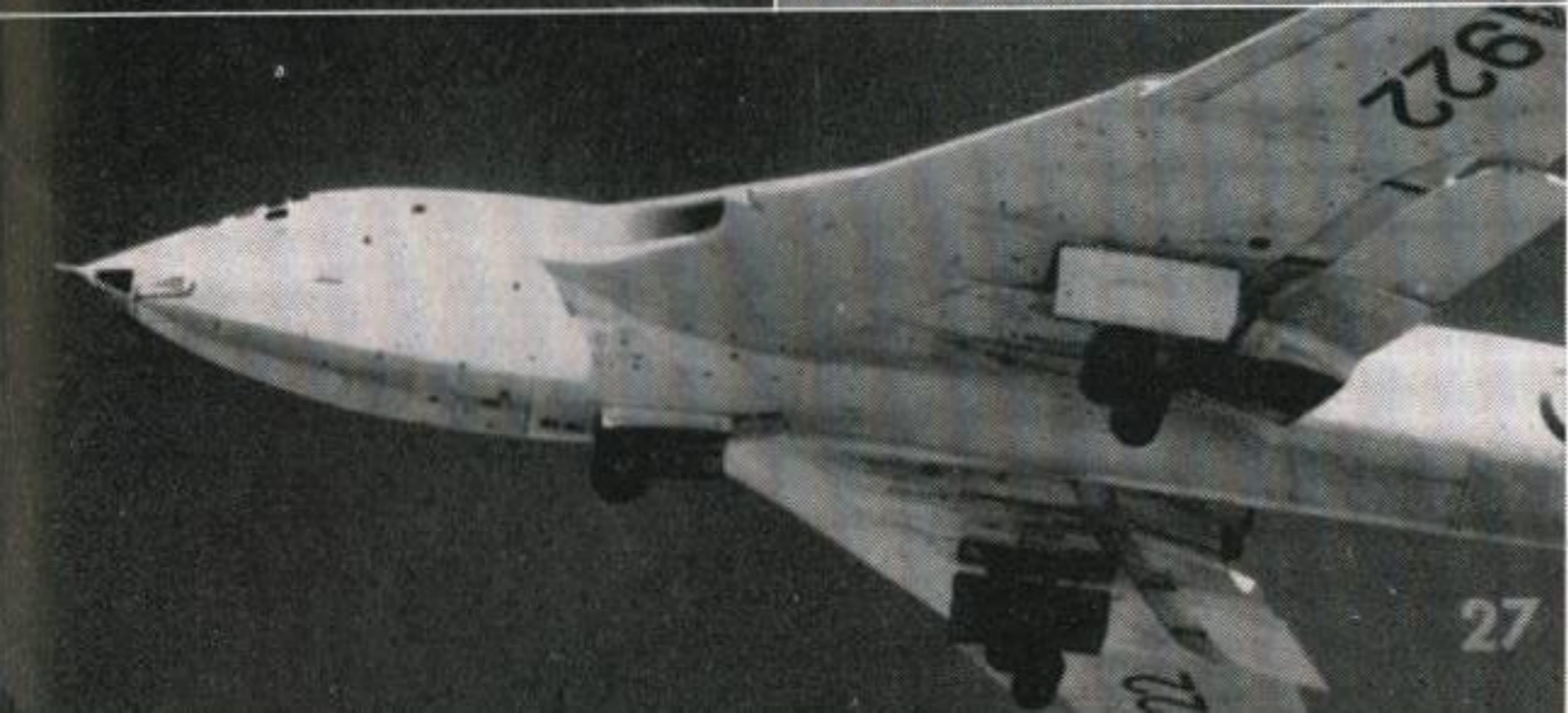
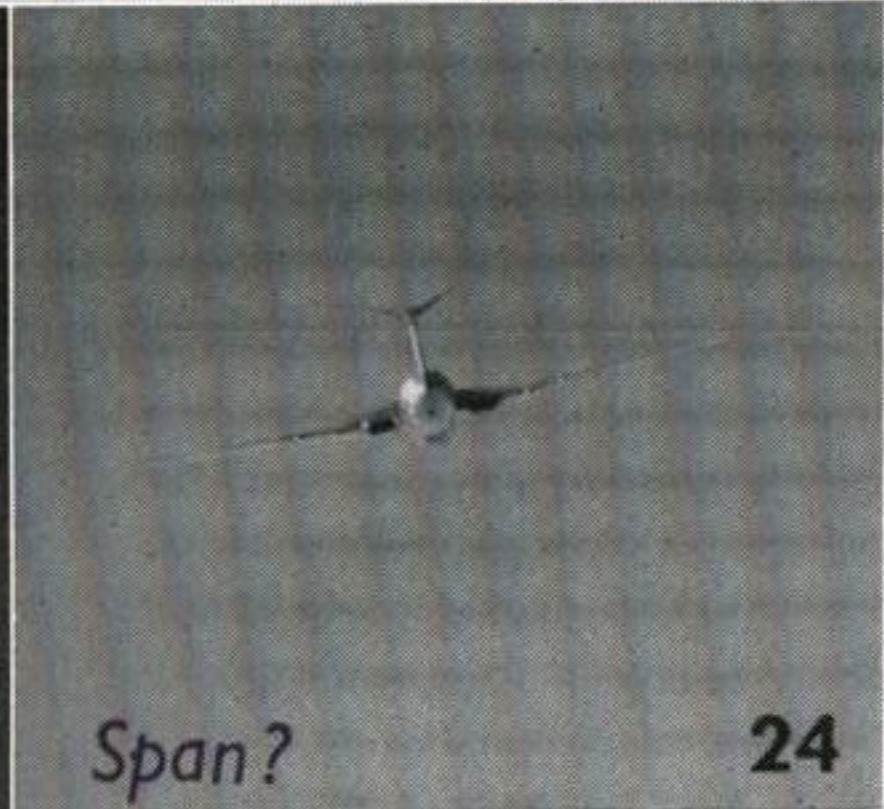
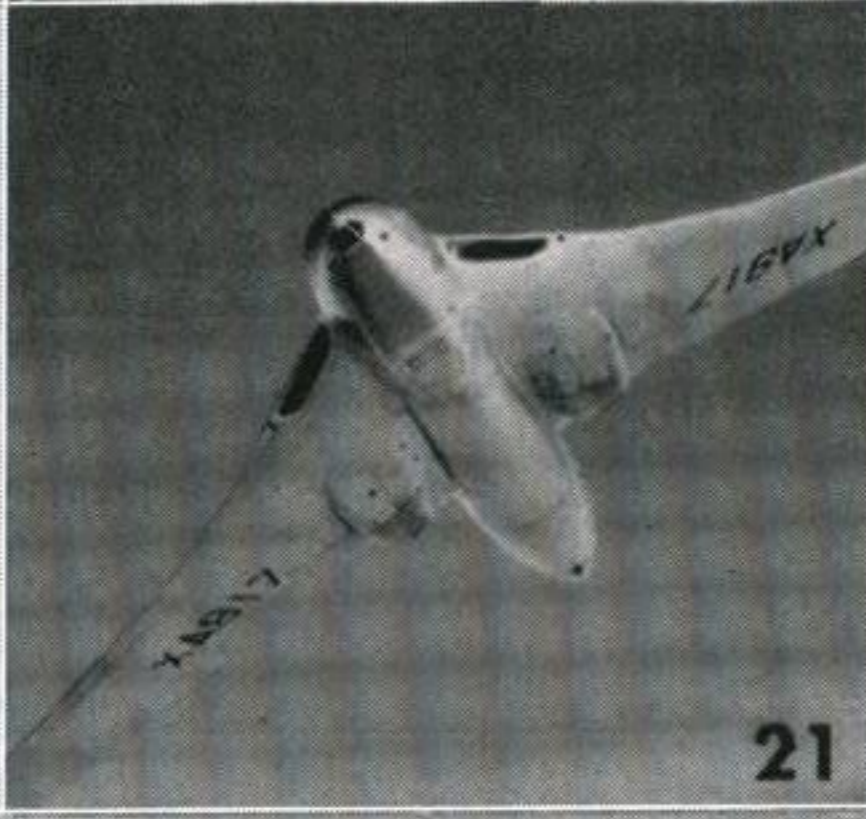
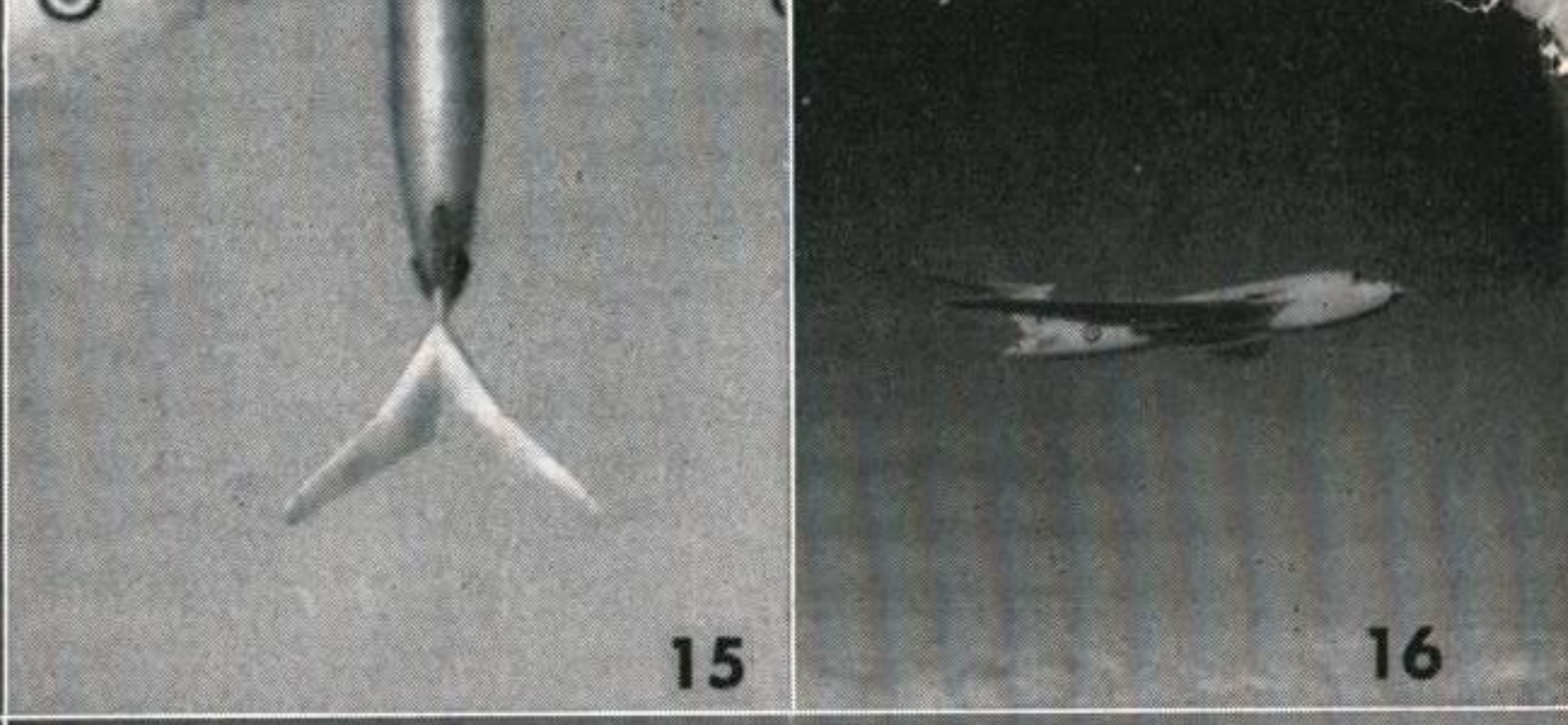
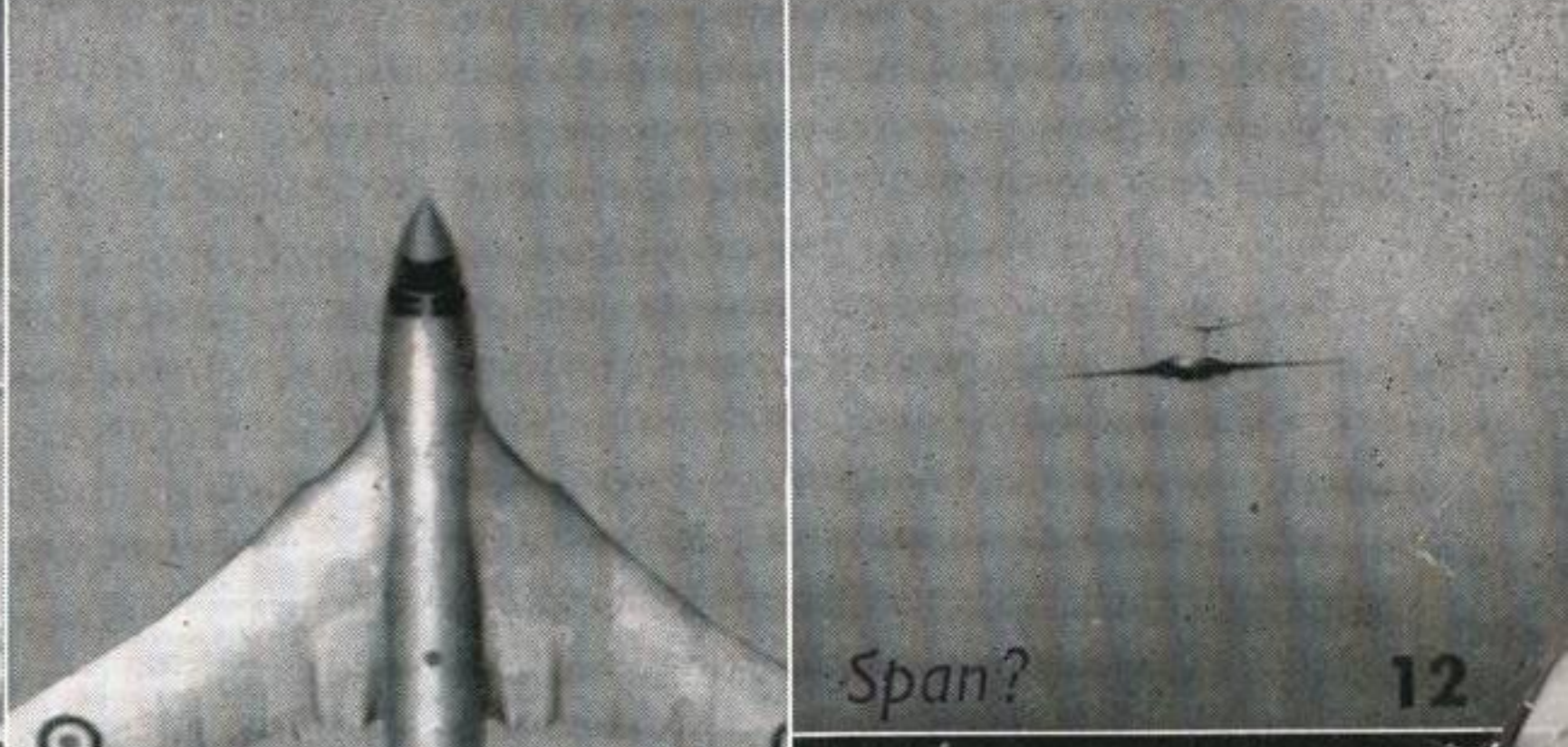
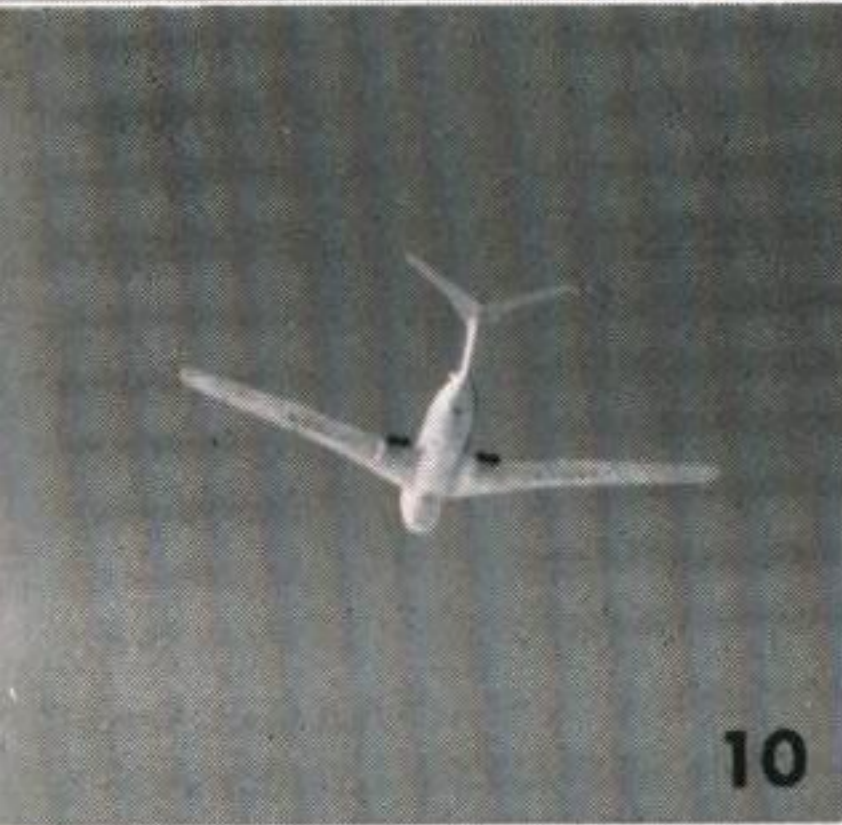
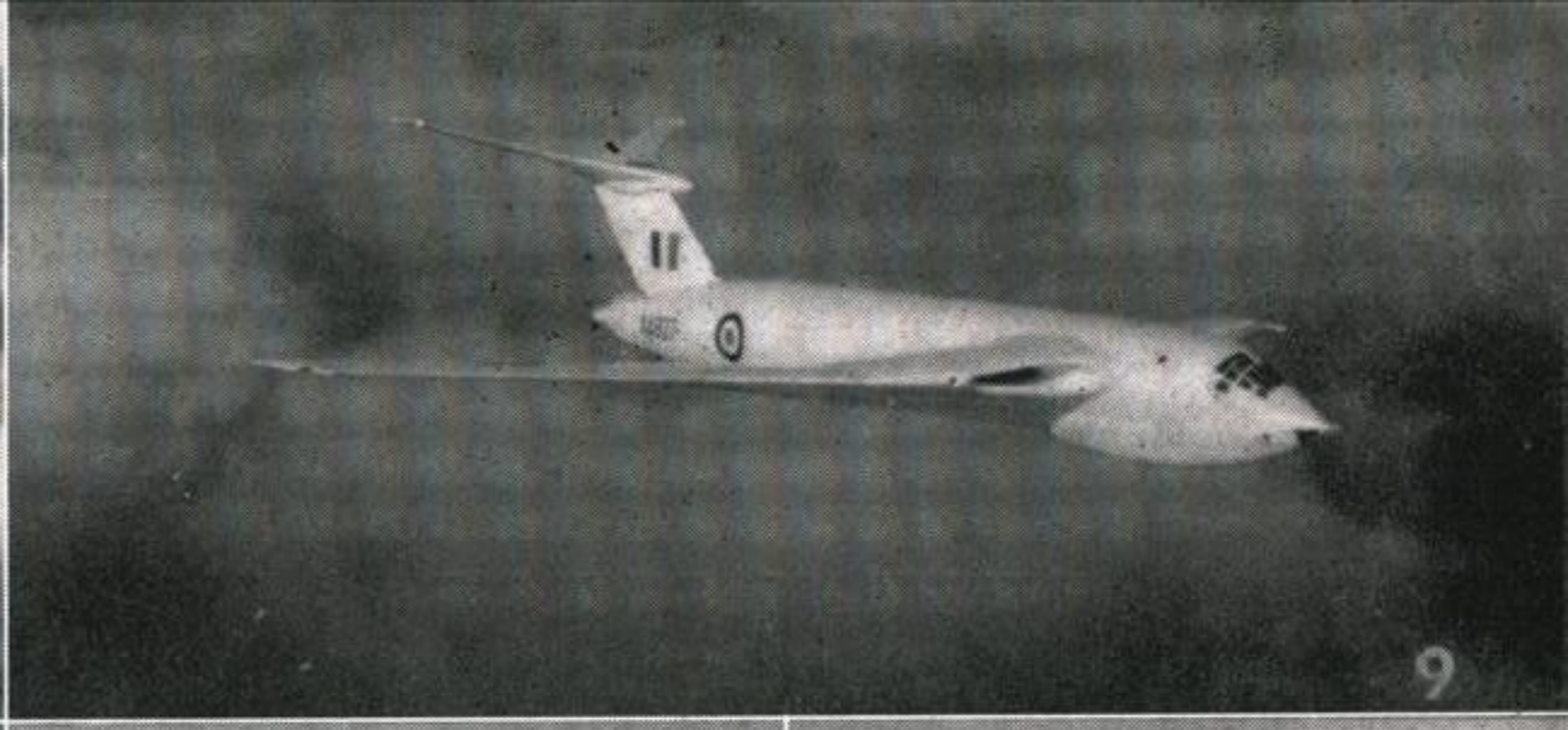
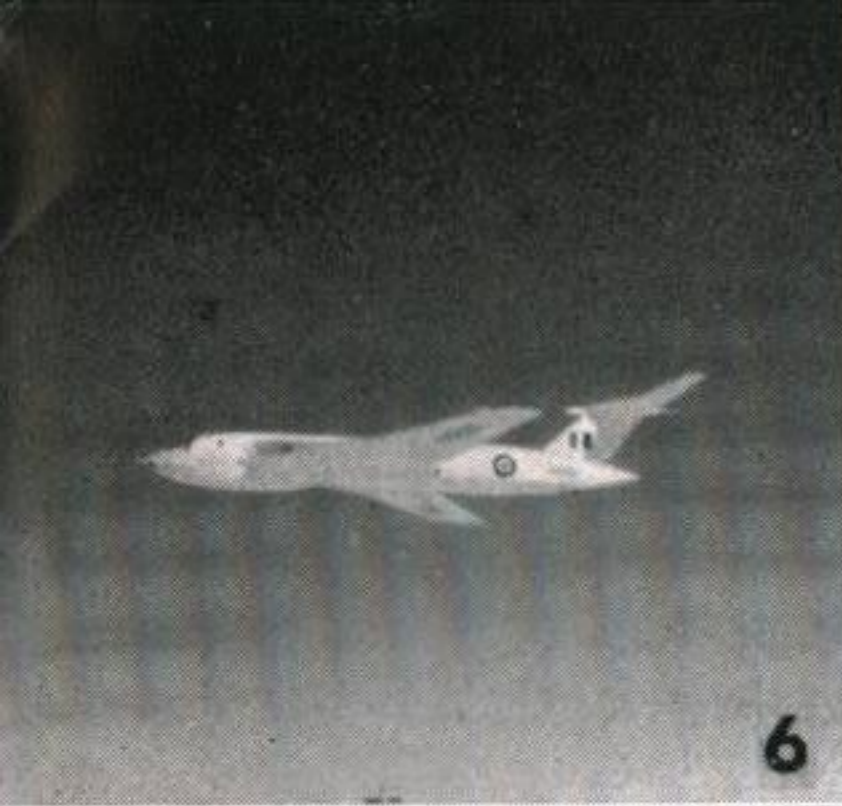
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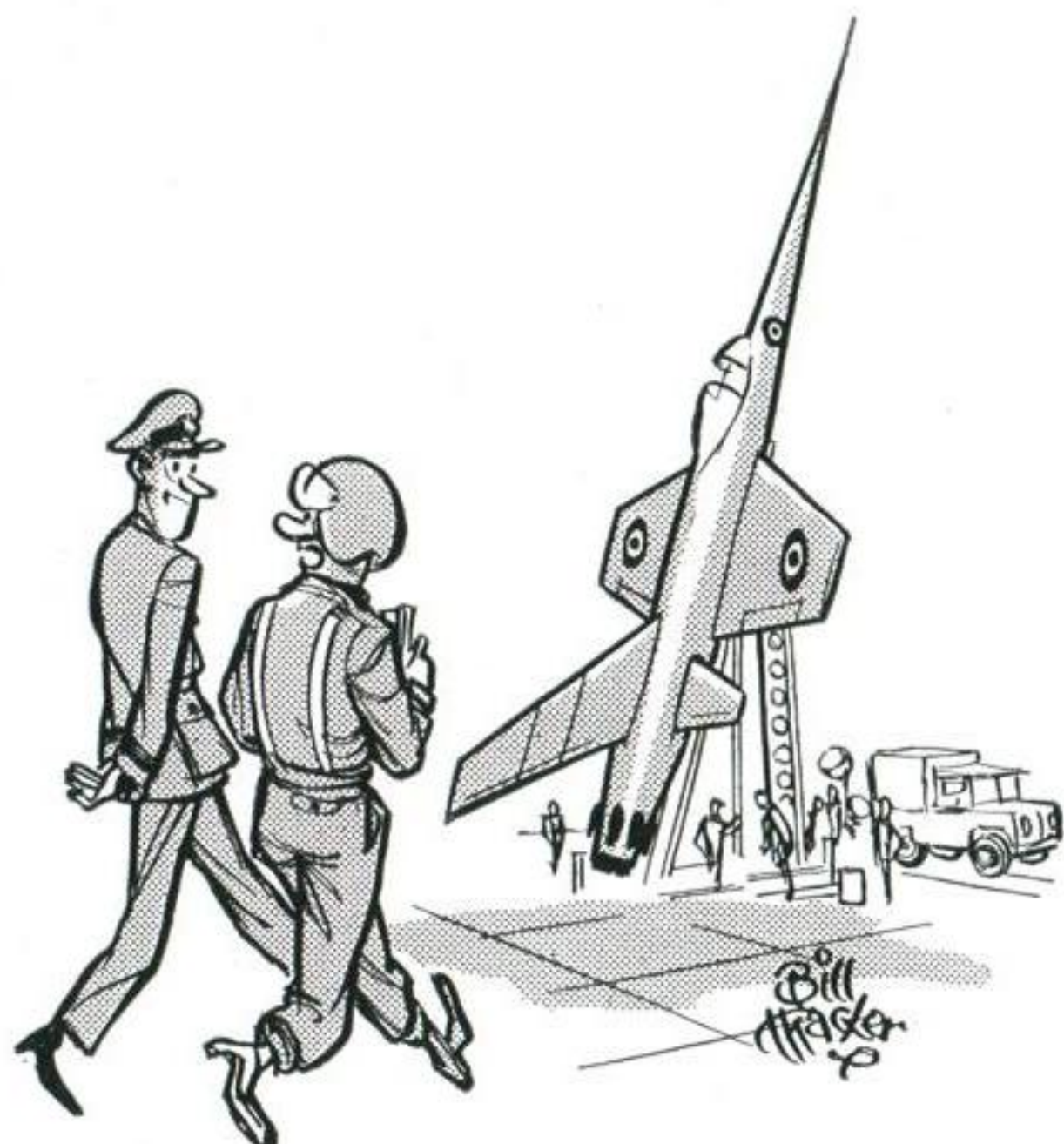


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5





"Mach 4 this afternoon . . . and this morning I was pinched for doing 35 down the Bayswater Road."

* * *

Wanted Urgently

The Editorial Office has need of copies of the *Joint Services Recognition Journal*, January 1955 Edition. Service or R.O.C. units who have any spare copies are asked to address them to the Editor, *Joint Services Recognition Journal*, Air Ministry, Whitehall, London, S.W.1.

* * *

BOOK REVIEW

"**British Civil Aircraft 1919-59, Volume I,**" by A. J. Jackson. 571 pp. (Illus.). Published by Putnam & Co. Ltd. at 63s.

All specialists and enthusiasts will already be familiar with Thetford's "Aircraft of the Royal Air Force 1918-58" and "British Naval Aircraft 1912-58": now appears the first volume of a companion work dealing in detail with every type of "powered aerodyne" that has figured on the British Civil Register. The arrangement is the same—manufacturers in alphabetical sequence, from A to D in this instance, their products chronological.

One of the valuable appendices consists of Individual Aircraft Histories, listing virtually every example of each main type and variant.

In completeness, accuracy and standard of production alike, Mr. Jackson's book is outstanding. His exhaustive gallery of photographs is supplemented by three-view drawings by L. E. Bradford, who also contributed to Mr. Thetford's books.

The only valid minor criticism also applies to the latter—the occasional use of the present tense, despite the notoriously rapid changes and developments in aircraft, both as types and individually.

G. D. H. L.

September is not merely the month of the Farnborough Display, the Royal Air Force "At Home" and Battle of Britain remembrance: it is too the month when the Society of Aviation Artists opens its annual exhibition. The 1959 show, staged as usual at Guildhall, London, was the sixth of its kind, and well up to the standard of its predecessors.

Reinforcing the main display a selection was shown from the first R.A.F. Art Competition, for which 131 entries were received from serving officers and airmen (and one airwoman). Fourteen paintings have been purchased by the R.A.F., to form a nucleus of a collection to be hung in the new Air Ministry building in London. A surprising number of these competitors chose non-flying aspects of Service life, e.g. "Social, Sergeant's Mess"; and "Billet No. 2," in which aircraft were conspicuous by their absence. "First Light, Burma, 1944" by Master Pilot Duval, was, however, a particularly evocative little canvas featuring the Spitfire—still obviously a favourite subject with artists generally.

One of the largest and most impressive among the oils was also (to hark back to an old tag) of "an aeroplane out of sight"; "London," by David Shepherd, whose reputation continues to grow. By contrast, the abstract designs of W. Howard Jarvis, Harold Dent and Roy Nockolds were strangely compelling.

One of the most prolific and consistently successful of current contributors is Keith Shackleton: his canvases ranged in subject from "Dollar Venus," a fine little study of a rainswept Cessna 310, to "Crested Cranes," a bird formation. Frank Wootton, well known to *JOURNAL* readers, was represented by three typically sensitive paintings.

But a purely personal choice as "pictures of the year" would be Kenneth McDonough's exciting "Battle Wings" (D.H. 2s over a Flanders village in World War I) and "The Age of Great Flights," depicting Fairey IIIDs over Egypt—presumably the famous R.A.F. flight to the Cape of 1926.

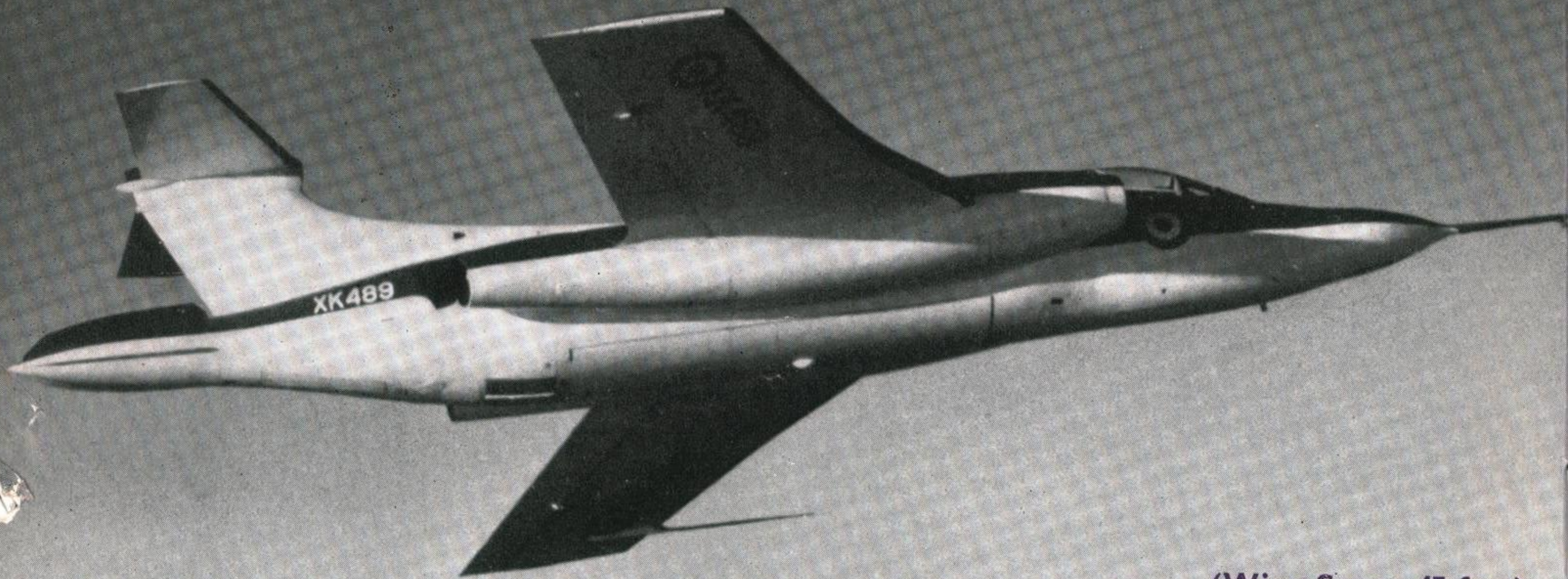
Recognition footnote: one distinguished artist contributed a pleasing study of a Whitley—and titled it "Hampden" . . . G. D. H. L.



"All is lost, Ponsonby . . . it's only a Mirage."

A MASTER TEST . . . but beginners can also have a go!



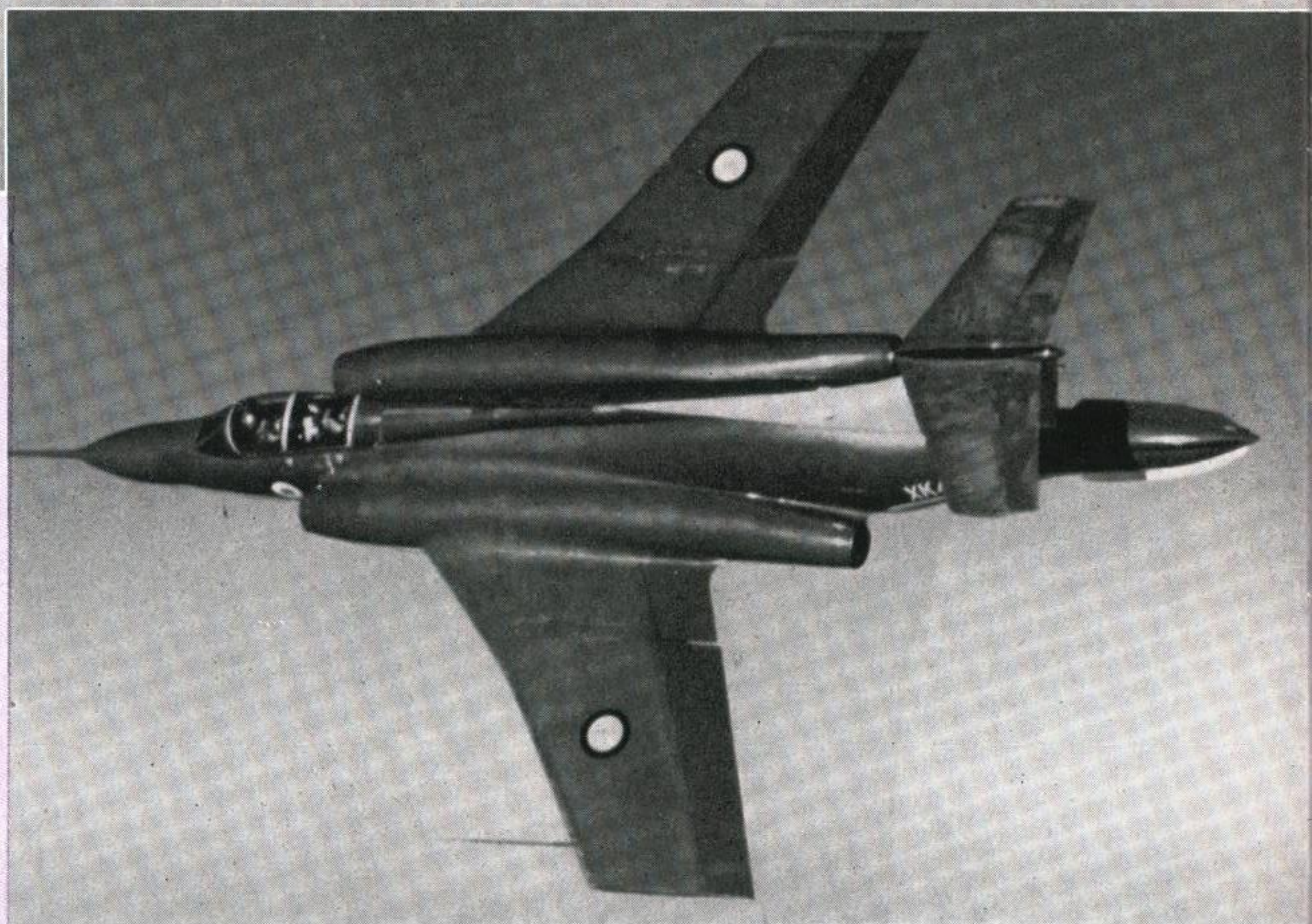


(Wing Span: 45 feet)

Fleet Type

BLACKBURN NA.39

Our key views show the production model of the Blackburn NA.39 low-level strike reconnaissance aircraft for the Royal Navy, but there are some views of the prototype amongst the targets. It will add to the value of the lesson if you distinguish between the two when doing the lesson. The clue is a leading feature in both. Do the lesson in the normal way but keep a weather eye lifting for jokers. Check your list with ours on the rear cover.



1



2



3



4



Span?

5

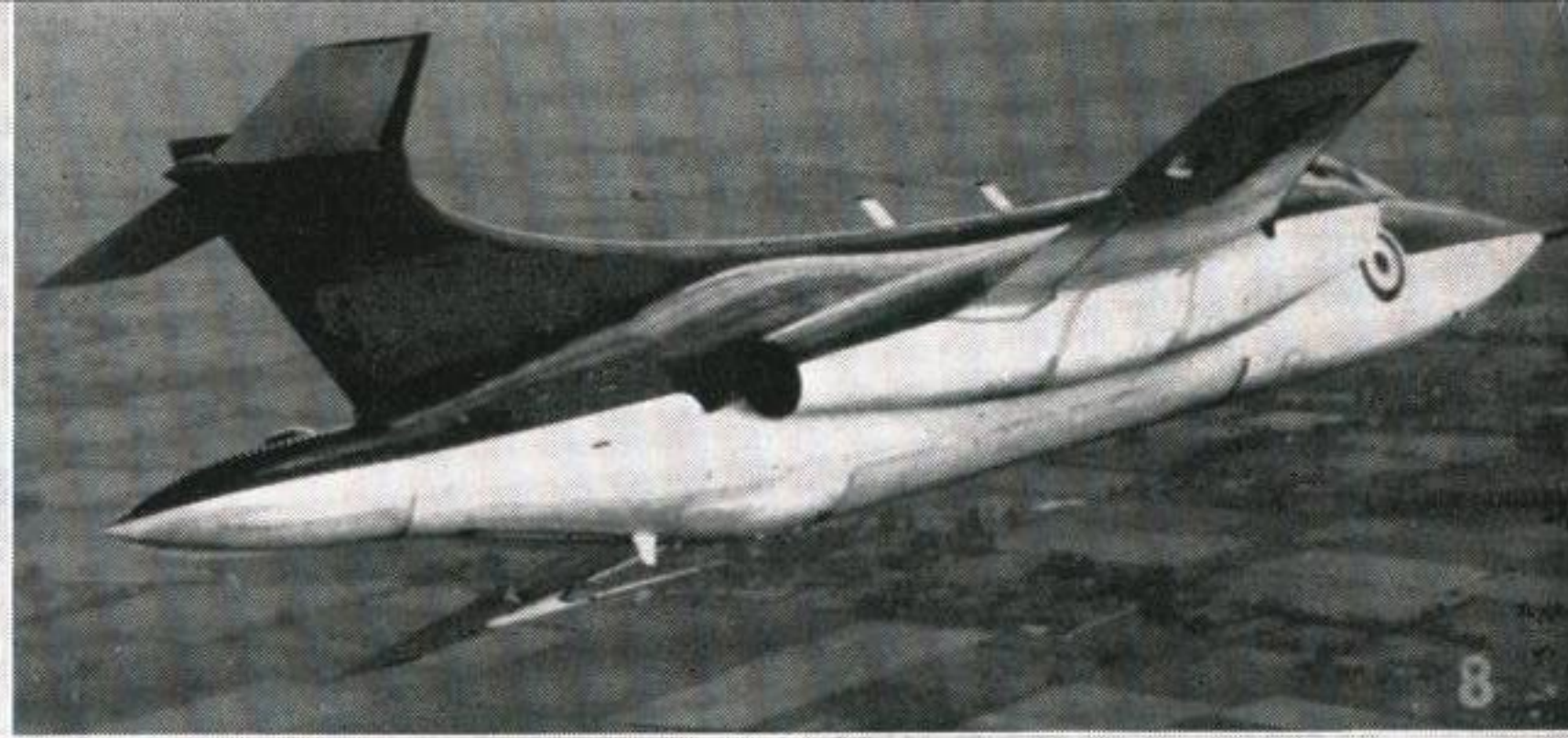


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Span?

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Span?

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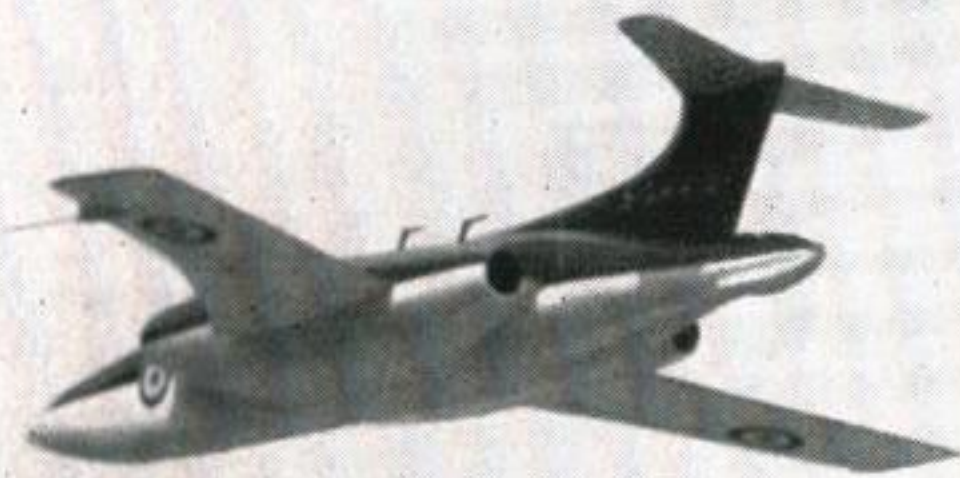
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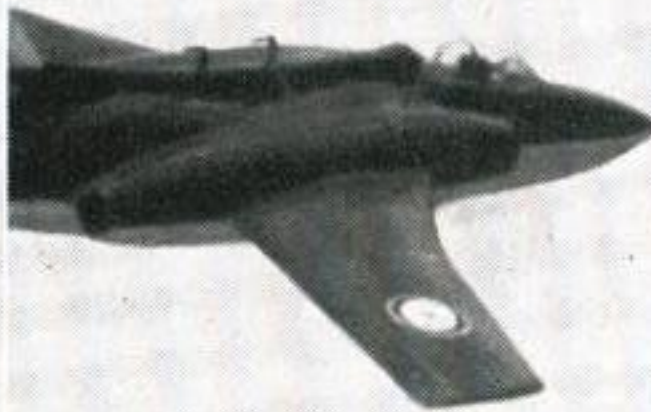
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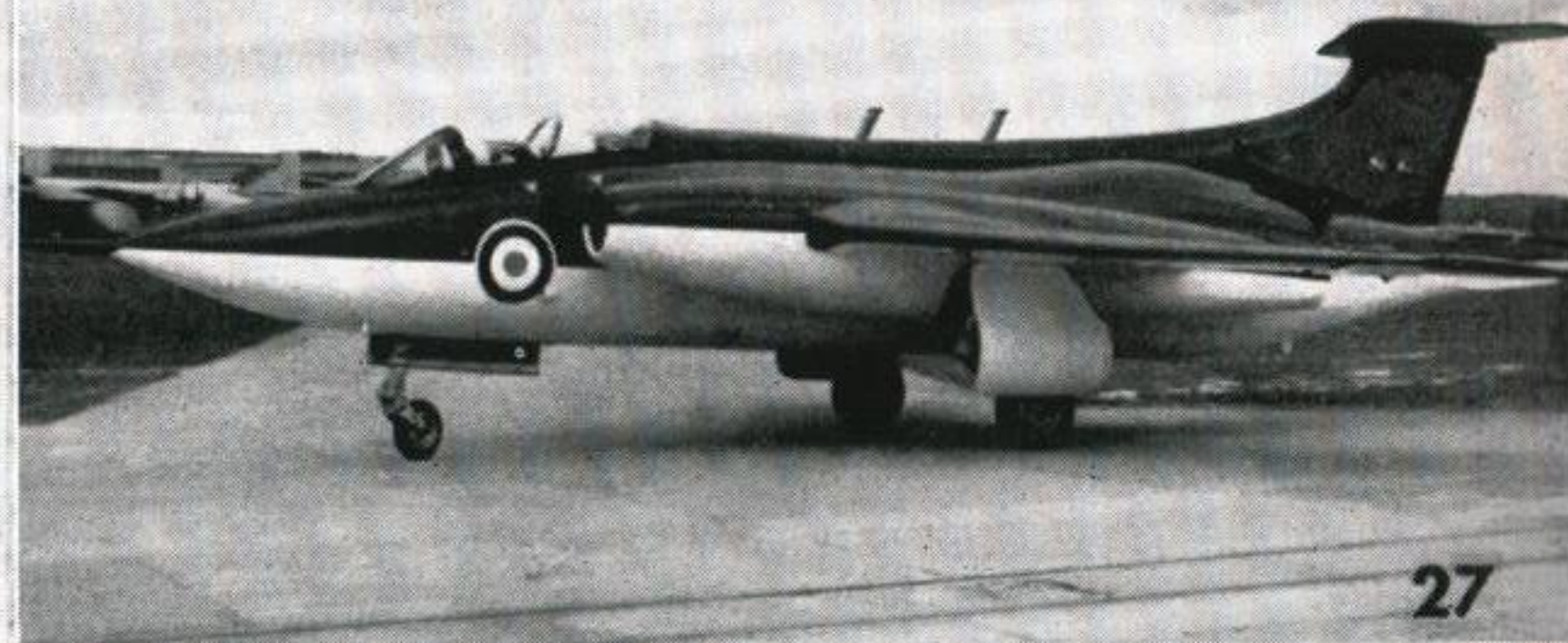
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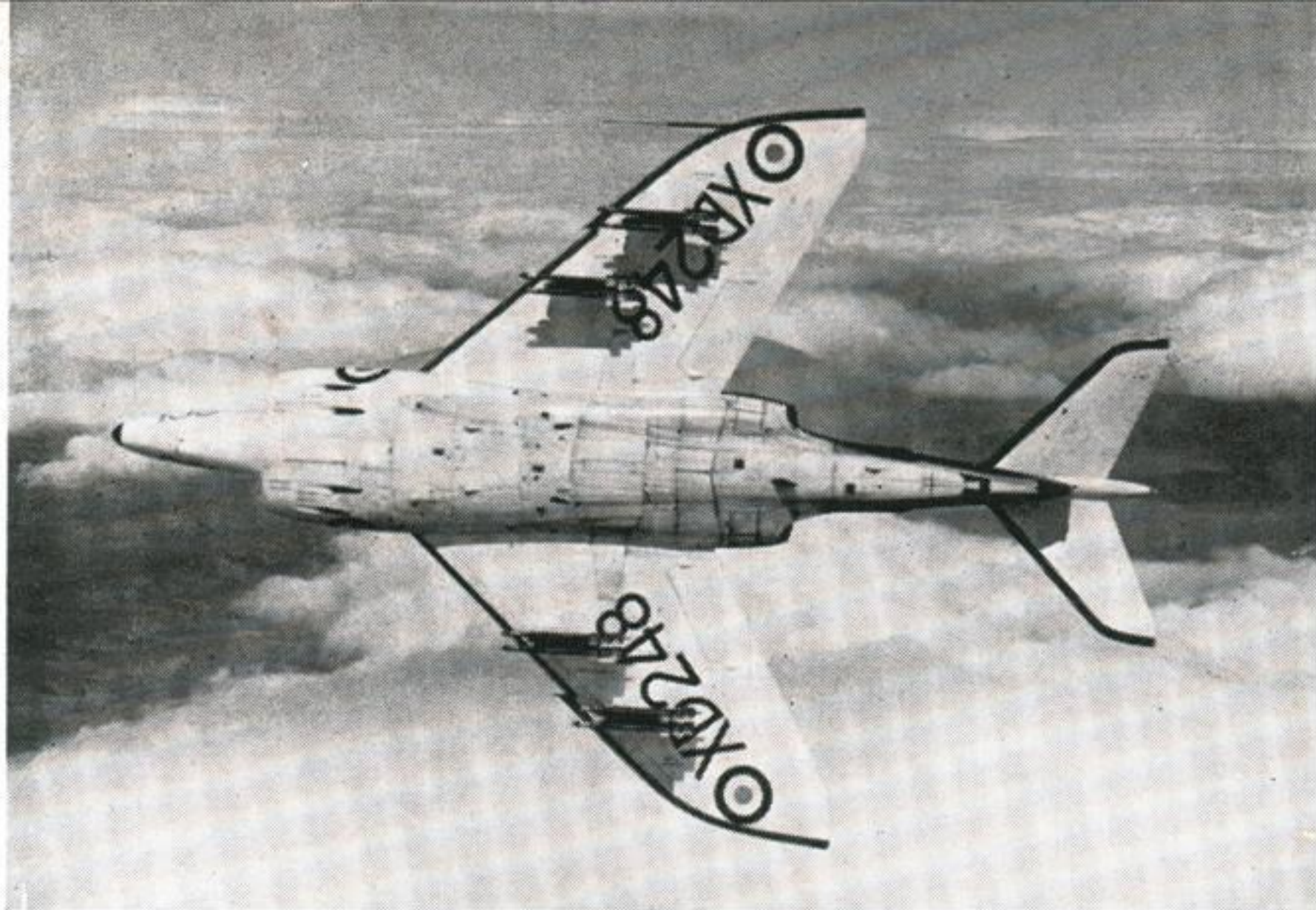


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32

SOLUTIONS TO TESTS AND LESSONS



Front Cover: Some striking details are revealed by this photograph of the "other side" of this Scimitar, including 24 three-inch rockets on its wings. Unlike the Moon, Scimitars of 807 Royal Naval Squadron obviously rotate with obliging facility in front of a camera while orbiting. This is a *Flight* photograph—and a beauty too.

A MASTER TEST

- | | | |
|------------------------|-----------------------|--------------------|
| 1. NA.39 | 18. Cooker | 35. Faceplate |
| 2. Mirage | 19. Seastar T2V-1 | 36. Fiat F-91 |
| 3. Vanguard | 20. Comet 4B | 37. Skyray F-40-1 |
| 4. Hurel-Dubois H.D.32 | 21. Blowlamp | 38. Vautour B |
| 5. Potez 75 | 22. Cooker | 39. Percival E.P.9 |
| 6. Rossiya (Cheat) | 23. Lightning | 40. Coot |
| 7. Flashlight B | 24. Fishpot | 41. DO-27 |
| 8. Vanguard | 25. Madge | 42. Ukraina (CAT) |
| 9. Twin Bonanza L-23 | 26. Victor B Mk. 1 | 43. Magister |
| 10. Alizé | 27. Fitter | 44. Cessna T-37A |
| 11. Hunter F Mk. 6 | 28. Jetstar | 45. Étendard 4 |
| 12. Delta Dart F-106A | 29. Marlin P5M.2 | 46. Farmer |
| 13. Voodoo F-101A | 30. Cessna 310 L-27A | 47. Beech Super 18 |
| 14. Thunderchief F-105 | 31. DC-6 | 48. Paris |
| 15. Cargomaster C-133 | 32. Pinto | 49. Javelin F(AW)4 |
| 16. Neptune P2V-7 | 33. Globemaster C-124 | 50. Fishbed |
| 17. Twin Pioneer | 34. Backfin | |

WHO'S WHO?

- | | | | |
|-------------|-------------|-------------|-------------|
| 1. Camel | 11. Comet 4 | 21. Comet 4 | 31. Comet 4 |
| 2. Comet 4 | 12. Camel | 22. Camel | 32. Comet 4 |
| 3. Comet 4 | 13. Camel | 23. Comet 4 | 33. Camel |
| 4. Camel | 14. Comet 4 | 24. Camel | 34. Comet 4 |
| 5. Comet 4 | 15. Camel | 25. Camel | 35. Comet 4 |
| 6. Comet 4 | 16. Comet 4 | 26. Comet 4 | 36. Camel |
| 7. Comet 4 | 17. Camel | 27. Comet 4 | 37. Camel |
| 8. Comet 4 | 18. Camel | 28. Camel | 38. Comet 4 |
| 9. Camel | 19. Comet 4 | 29. Camel | 39. Camel |
| 10. Comet 4 | 20. Camel | 30. Comet 4 | 40. Comet 4 |

DELTA DAGGER/DRAKEN

- | | |
|-------------------------|-------------------------|
| 1. Delta Dagger F-102A | 22. J-35 Draken |
| 2. J-35 Draken | 23. J-35 Draken |
| 3. J-35 Draken | 24. Delta Dagger F-102A |
| 4. Delta Dagger F-102A | 25. Delta Dagger F-102A |
| 5. Delta Dagger F-102A | 26. J-35 Draken |
| 6. J-35 Draken | 27. Delta Dagger F-102A |
| 7. Delta Dagger F-102A | 28. J-35 Draken |
| 8. J-35 Draken | 29. J-35 Draken |
| 9. J-35 Draken | 30. Delta Dagger F-102A |
| 10. J-35 Draken | 31. J-35 Draken |
| 11. Delta Dagger F-102A | 32. Delta Dagger F-102A |
| 12. J-35 Draken | 33. Delta Dagger F-102A |
| 13. Delta Dagger F-102A | 34. J-35 Draken |
| 14. Delta Dagger F-102A | 35. Delta Dagger F-102A |
| 15. J-35 Draken | 36. J-35 Draken |
| 16. Delta Dagger F-102A | 37. Delta Dagger F-102A |
| 17. J-35 Draken | 38. Delta Dagger F-102A |
| 18. J-35 Draken | 39. J-35 Draken |
| 19. Delta Dagger F-102A | 40. Delta Dagger F-102A |
| 20. Delta Dagger F-102A | 41. Delta Dagger F-102A |
| 21. Delta Dagger F-102A | 42. Delta Dagger F-102A |

MIXED BAG

- | | | |
|--------------------------|---------------------|----------------------------|
| 1. Fury FJ-4 | 7. Tiger FIIF-1 | 13. Tracker |
| 2. Seahawk F(GA) Mk. 6 | 8. Skyray F4D-1 | 14. Seamaster |
| 3. Crusader | 9. Scimitar F Mk. 1 | 15. Gannet AS Mk. 1 |
| 4. Skyhawk A4D-1 | 10. Tradewind R3Y-1 | 16. Gannet AEW Mk. 3 |
| 5. Sea Vixen F(AW) Mk. 1 | 11. Skywarrior | 17. Sea Venom F(AW) Mk. 21 |
| 6. Neptune P2V-7 | 12. Banshee F2H-3 | 18. Blackburn N.A.39 |

HANDLEY PAGE VICTOR B Mk. 1

All Victors B Mk. 1 except No. 20 which is a Valiant.

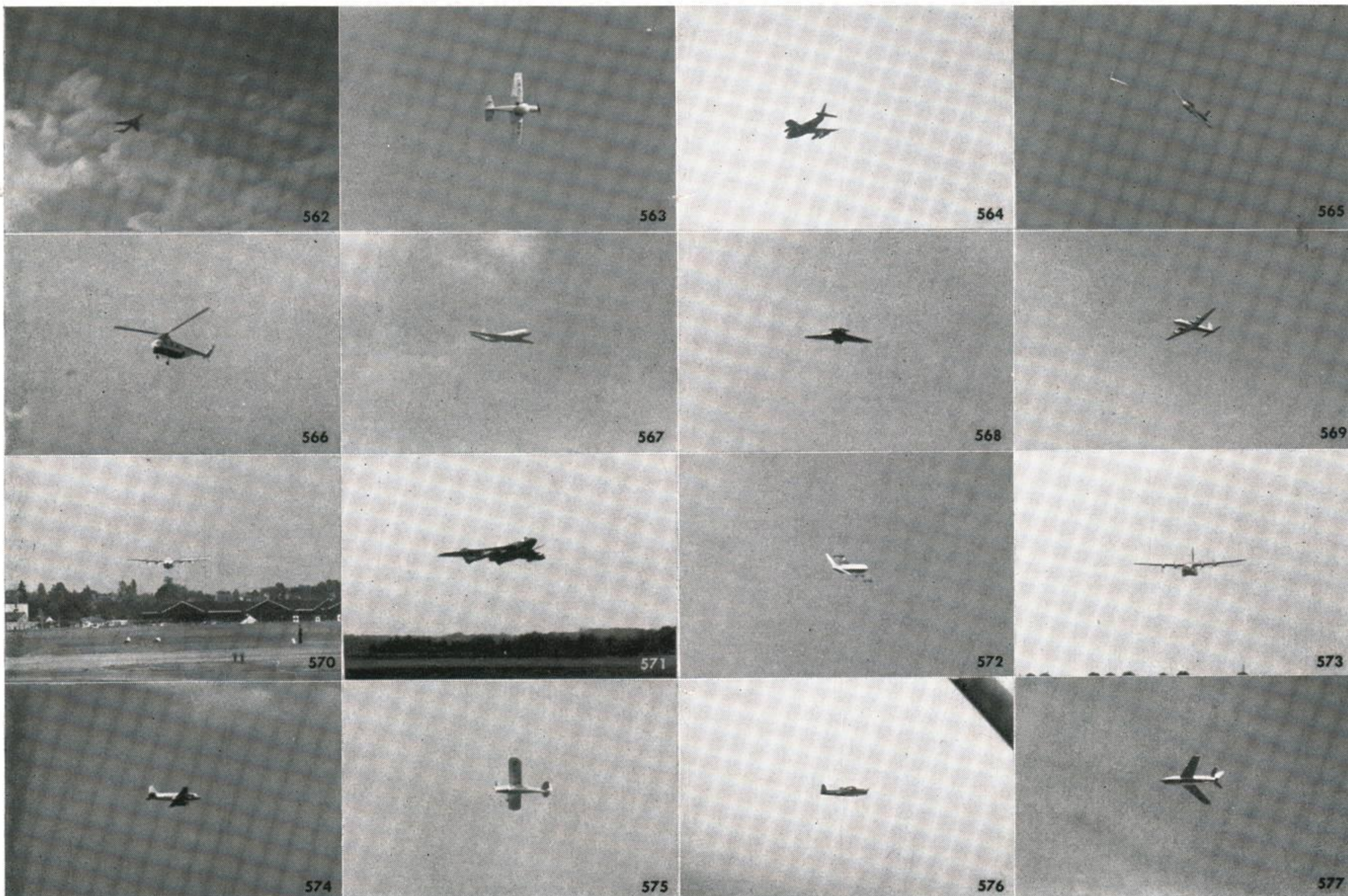
BLACKBURN NA.39

All targets are NA.39 except No. 26 which is a Javelin. (The main difference between the production NA.39 and the prototype is in the shaping of the nose.)

SHACKLETON M.R. Mk. 3

Targets No. 1 to 25 are all Shackletons Mk. 3 except No. 16 which is a Mk. 2 and No. 19 which is a Beverley.

(All the small surrounding photos are Shackleton except: fifth along the top line which is an Argus; left-hand column, fifth down which is a Starliner; right-hand column, second down which is a Neptune P2V-7; bottom line fourth from the right, Neptune P2V-7.)



AIRBORNE HEADACHES

Submission dates for answers to Airborne Headaches No. 67 will be notified by Group Headquarters