

*Wadleigh*

THE ROYAL



OBSERVER CORPS

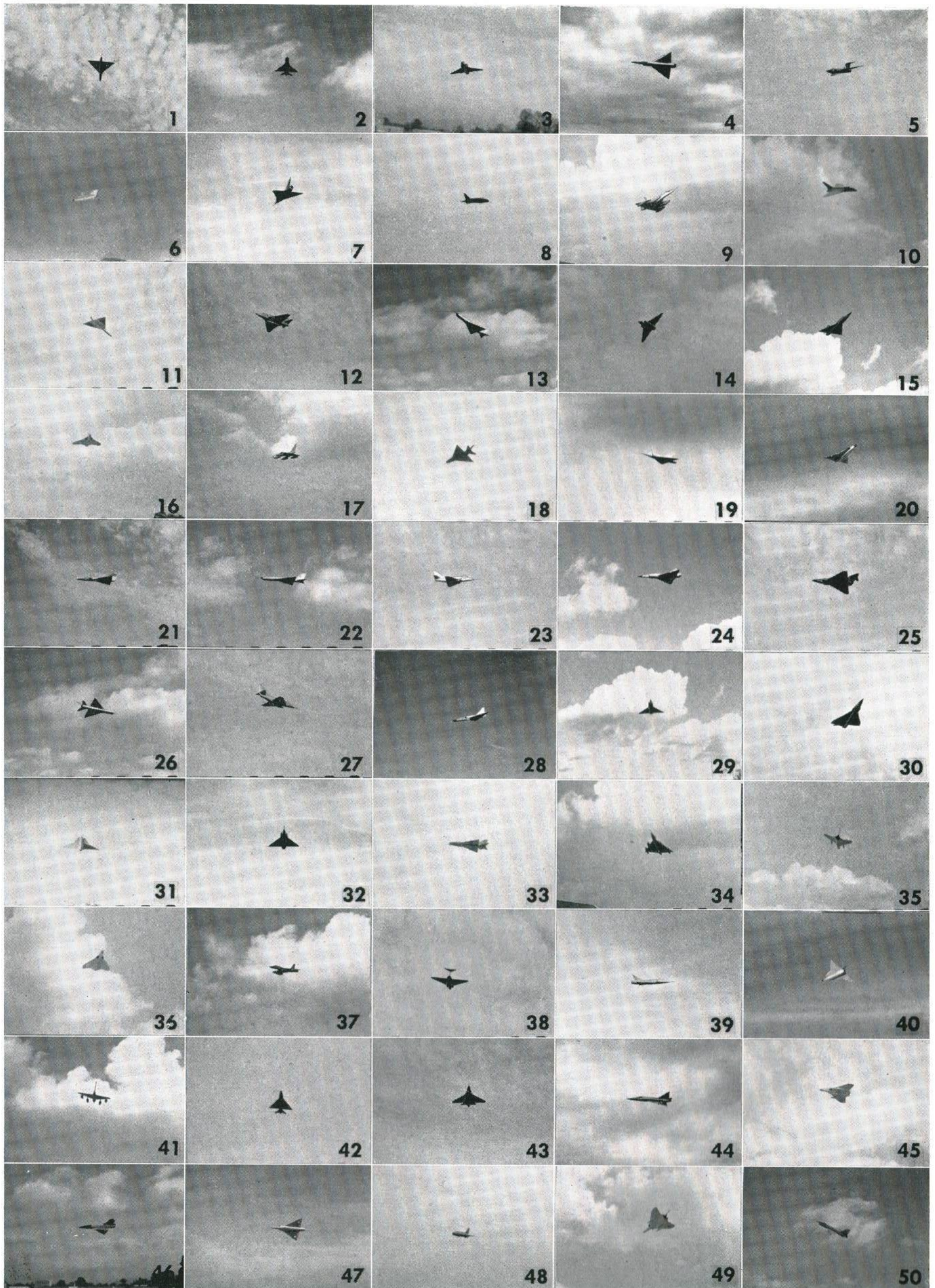
# RECOGNITION

*Journal*  
and R.O.C. GAZETTE



*215-  
45-  
elec.  
'50*

Vol. 2 APRIL 1960 No. 4



**DELTA SKELTER:** There are no more than a dozen different delta-winged aircraft here and if you can find one of each you ought to be able to find the rest.



THE ROYAL OBSERVER CORPS

RECOGNITION JOURNAL  
AND R.O.C. GAZETTE

The Royal Observer Corps Recognition Journal and Gazette is a monthly publication produced in the Department of the Assistant Chief of the Air Staff (Training), Air Ministry, and prepared in collaboration with the Ministry of Aviation (Air Technical Publications). Applications for copies must be submitted through the normal official publications supply channels—not to the Editorial Office or direct to the Air Ministry.

This publication is produced solely for official use and can not be sold to members of the public. Contributions and correspondence should be addressed in the first instance through the usual Corps channels to Headquarters, Royal Observer Corps, Bentley Priory, Stanmore, Middlesex.

Feature	Page
Entente Cordiale (cover)...	49
Delta Skelter (spotting test) ...	50
Canadair Forty-Four (editorial) ...	51
*Super Mystère ...	52
*Fiat Accompli ...	54
Skysay (centrespread) ...	56
*Catch This Cat! (AN-10 Ukraina) ...	58
In Passing ...	59
Three-View Digest ...	60
*Cessna U-3A ...	62
*Tracking the Tracker ...	63
Solutions to Tests and Exercises ...	64

\*Identification Lessons

# CANADAIR *Forty-Four*

BEFORE a group of high-ranking Service Officers including the Chief of Air Staff of the Royal Canadian Air Force, and Canadian Government Officials, Canadair demonstrated their new military transport the Canadair CL-44—known colloquially as the *Forty-Four*—on 18th November last. Its first test flight had been three days earlier when the *Forty-Four* remained aloft for two hours and ten minutes.

Derived, very obviously, from the Bristol Britannia design, the *Forty-Four* is in fact the largest aircraft ever to be built in Canada and is the first of twelve long-range transport aircraft being built for the Royal Canadian Air Force.

The original requirement for a military transport led to the consideration of a commercial version, so, alongside the production line of the military transport version, another CL-44 for commercial airlines is taking shape, whilst further versions are in the project stages. Combined military and commercial orders total 29 aircraft at the time of writing.

The commercial version is known as the CL-44D at present, and the only difference between it and the military version is that the R.C.A.F. have specified side-loading doors whereas the commercial *Forty-Four D* will have the “swing-tail” loading arrangement, in which the fuselage tail cone including the tail unit itself, is swung to one side so that freight can be loaded into the fuselage from the rear end.

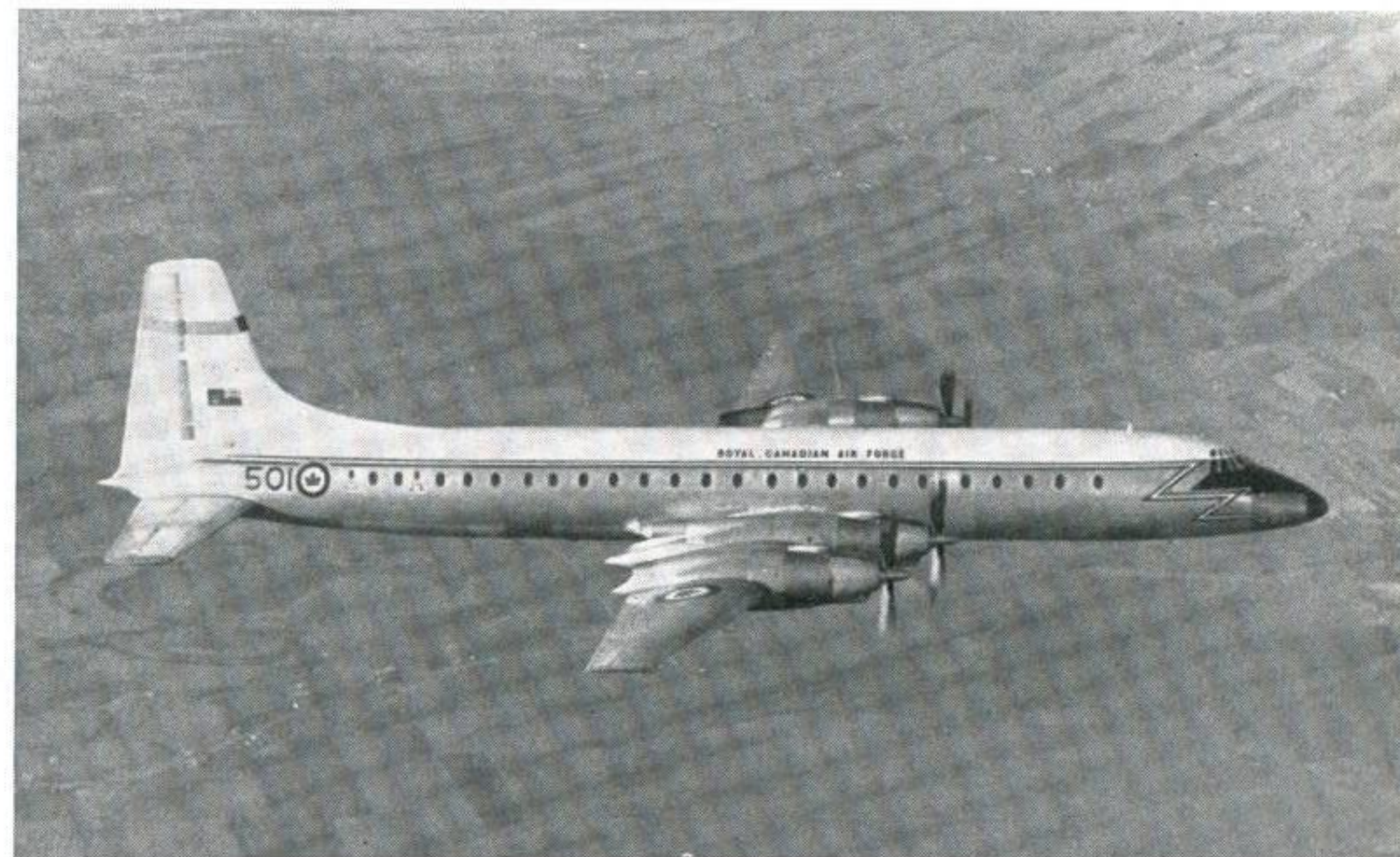
The *Forty-Four* is powered by four Rolls-Royce Tyne turboprop engines and will carry a payload of 65,000 pounds for more than 3,000 miles on a full fuel load; an alternative load would be up to 189 passengers. Speed will be in the region of 300 m.p.h. Later versions of the *Forty-Four* will have improved payloads up to about 100,000 pounds, as the Tyne engines are developed to higher power.

The *Forty-Four* naturally bears all the visual characteristics of the Bristol Britannia and has the same wing span—142 feet. It is, however, 12 feet longer in the fuselage than the longest Britannia, the long-range 310 series, a difference which will,

in fact, be discernible to the experienced eye at angles of view showing fuselage proportions, for the added length appears to be ahead of the wing giving the whole character of the aeroplane a more slender, leaner, look.

We shall publish more about the *Forty-Four* in due course, meantime the views below give some idea of the change of character.

A Canadair *Forty-Four* and a Bristol Britannia 312 of B.O.A.C.

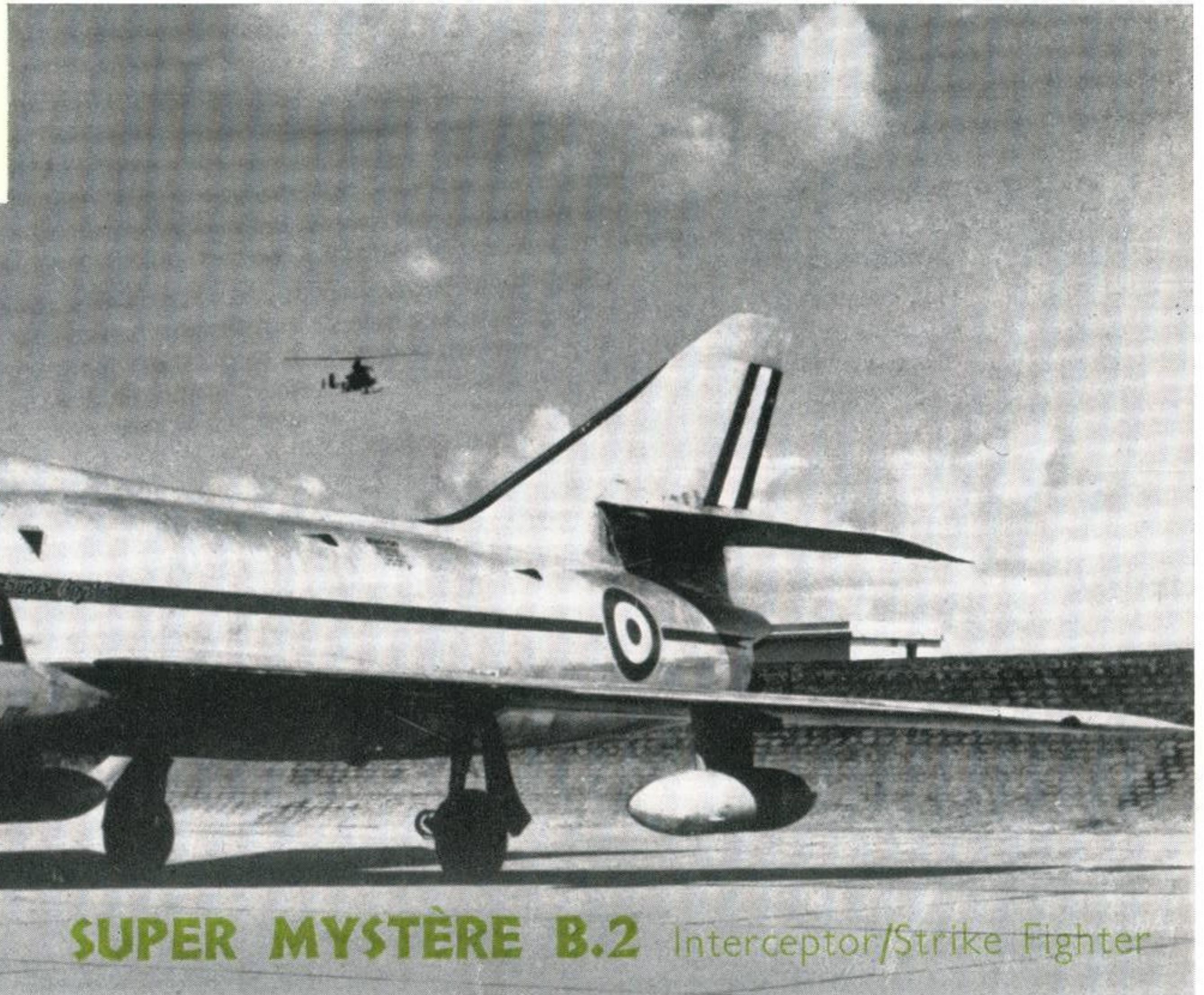
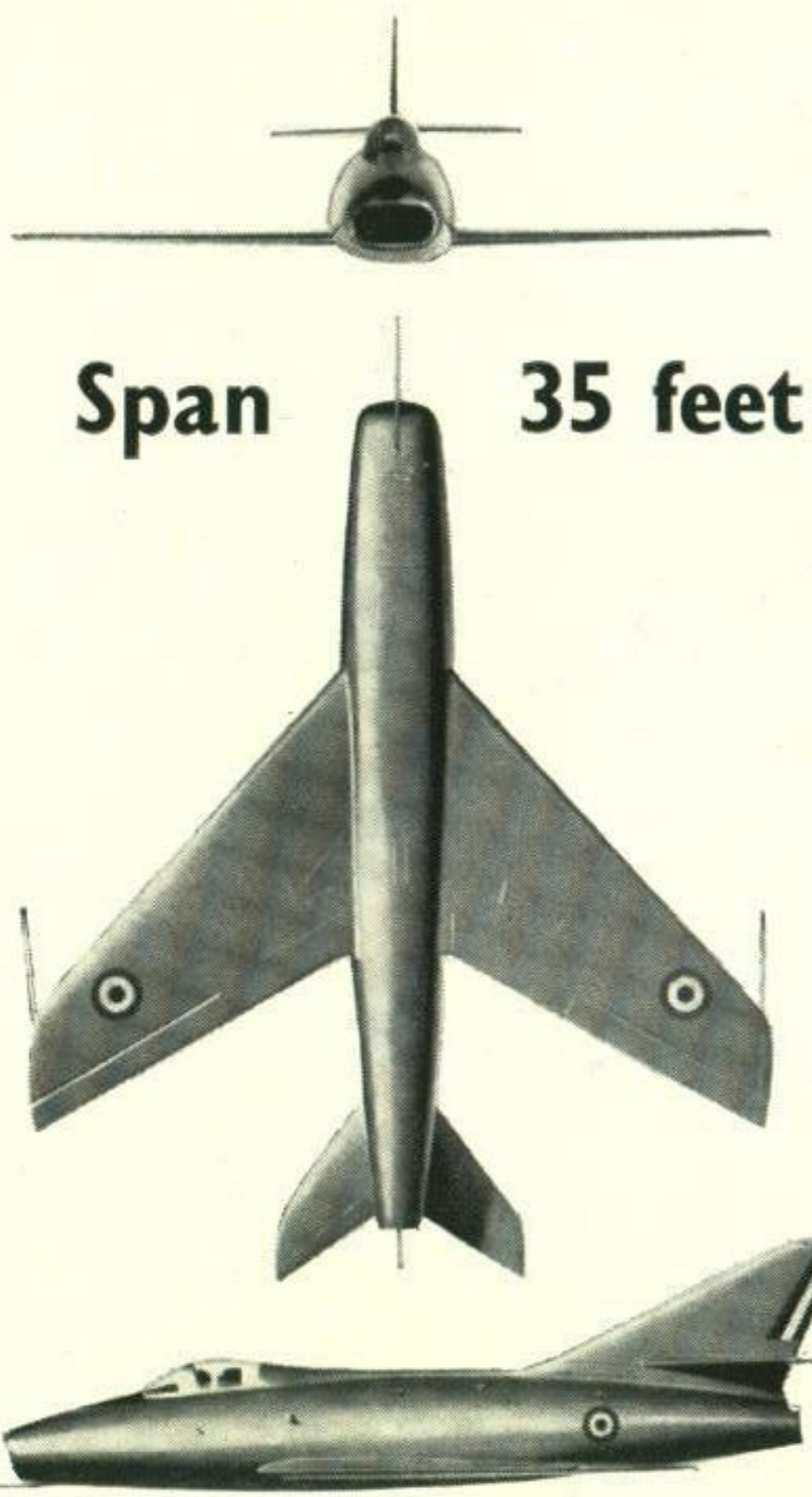


# SUPER MYSTÈRE

In its development from the Ouragan, the Mystère series has been stretched, swept and now finally—as the Super Mystère—squashed! The chimney-pot fuselage and circular intake of earlier Mystères is replaced by a more sophisticated one, the intake of which gives the appearance of having been rolled, then squashed to form an oval. Another striking *point* is the sharply swept-back fin, the broad base of which stretches along one-third of the fuselage length. Now in large-scale service with the French Air Force, the Super Mystère is in the same class as the Super Sabre and was the first production aircraft in Europe able to exceed Mach 1 in level flight.

Armament consists of two 30-mm. DEFA cannon and a retractable Matra pack of 35 folding-fin, air-to-air rockets. Up to 2,000 lb. of underwing stores may also be carried.

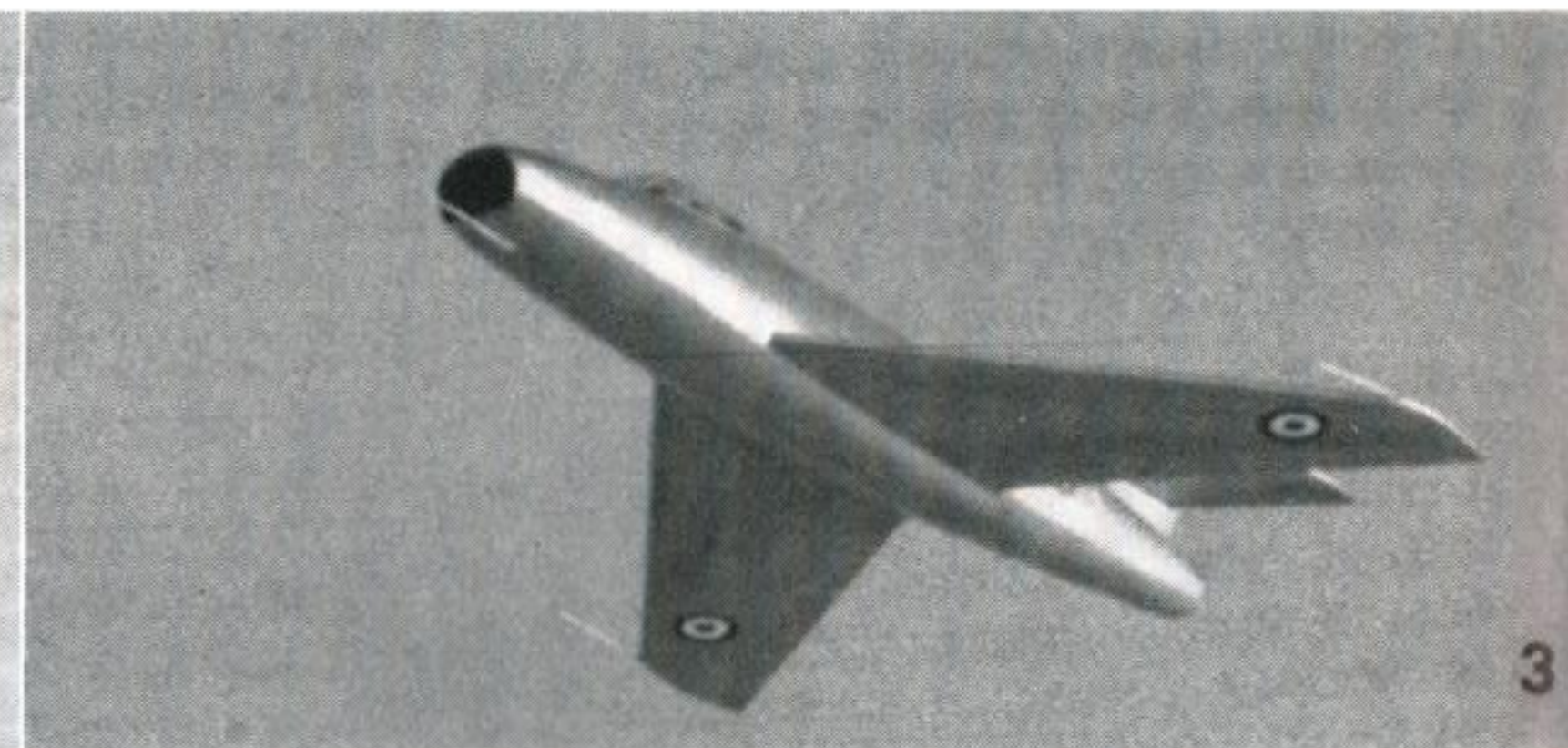
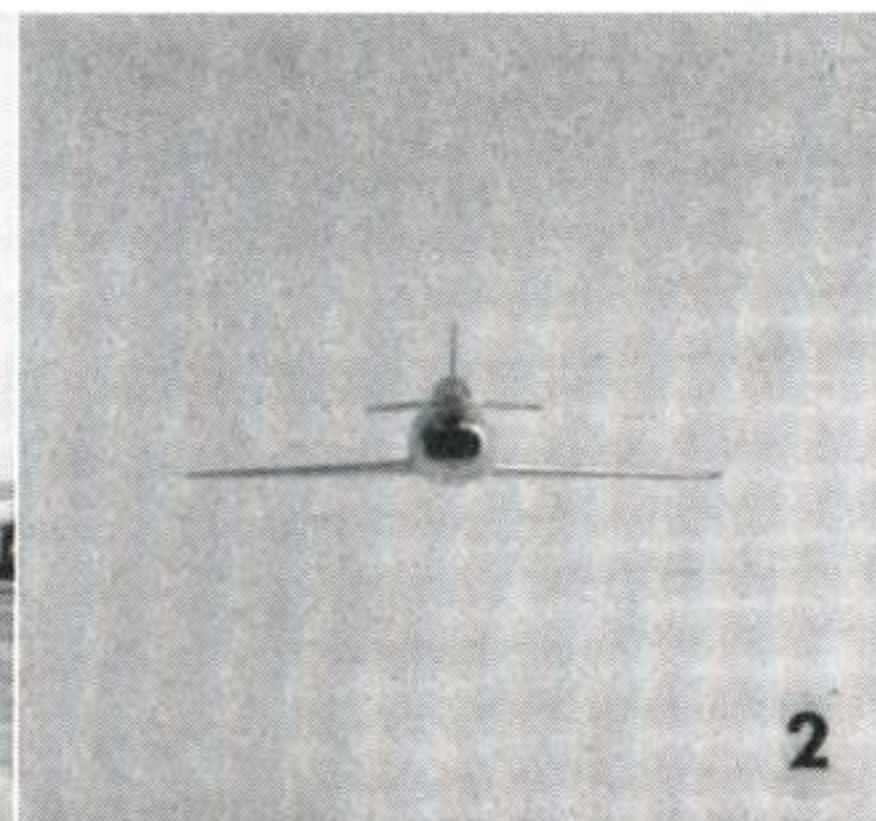
Taking clues from the key photograph and three-view, identify all Super Mystère's amongst the targets, listing them before looking at our check list on the cover.

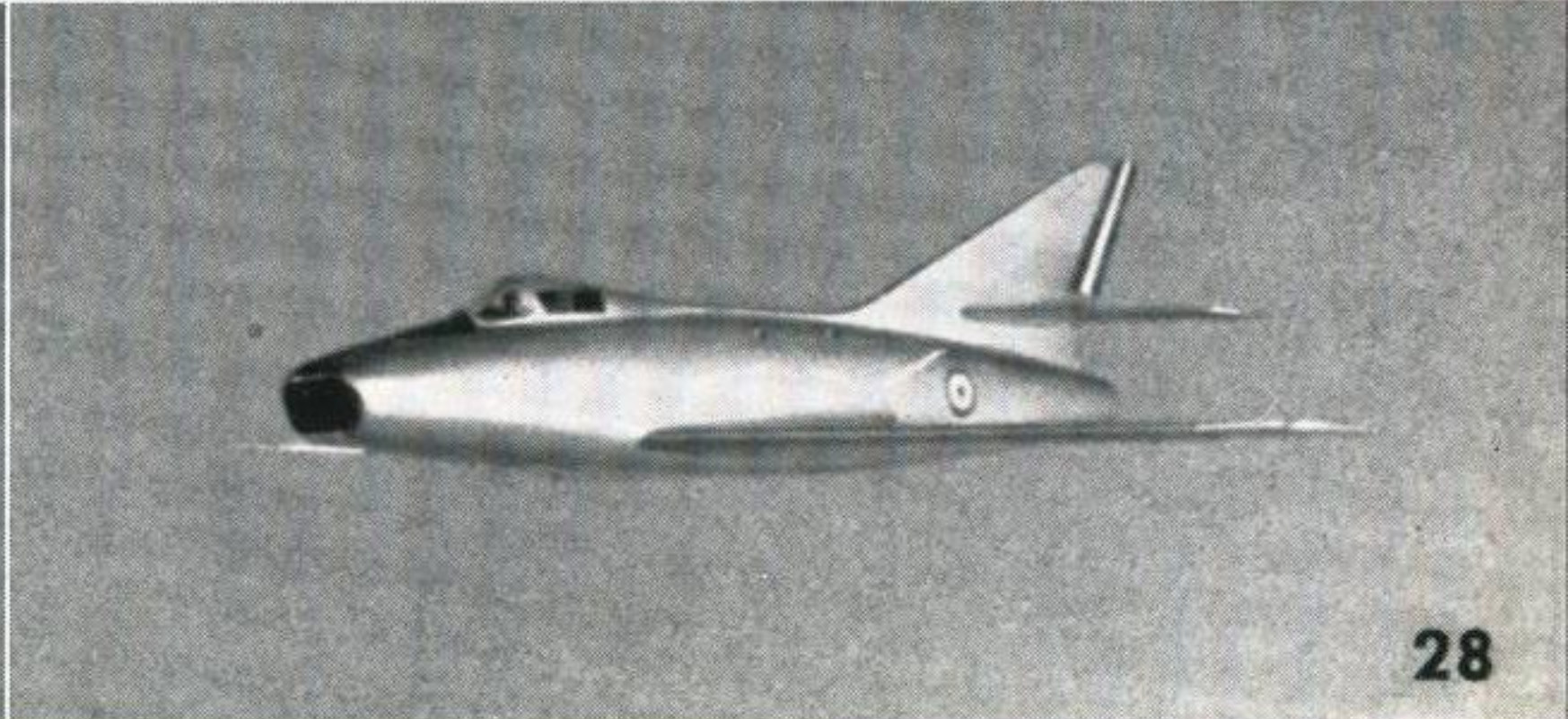
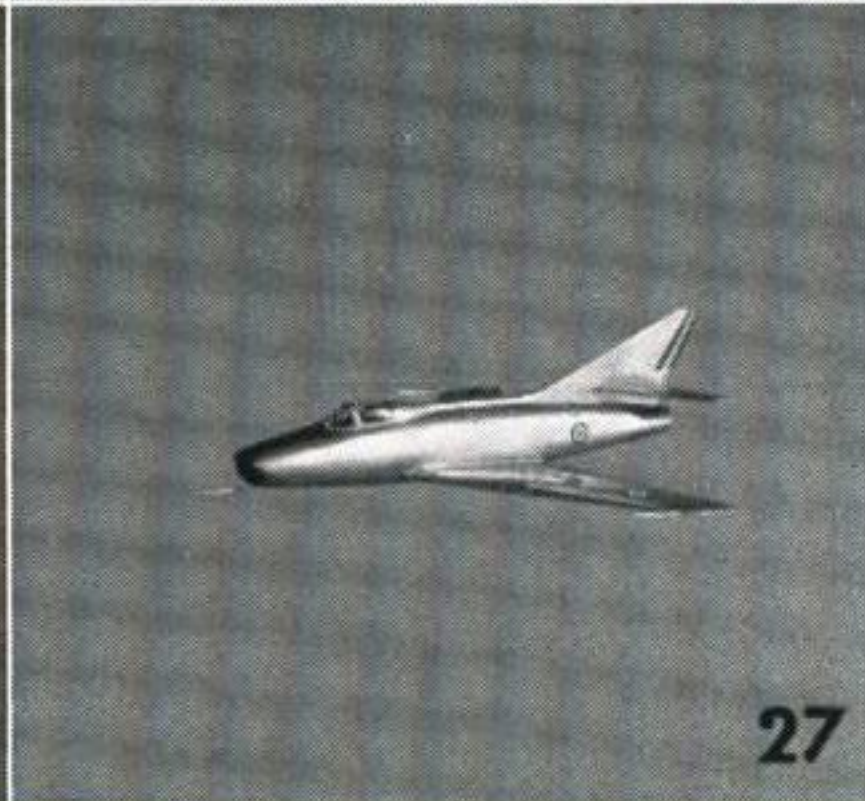
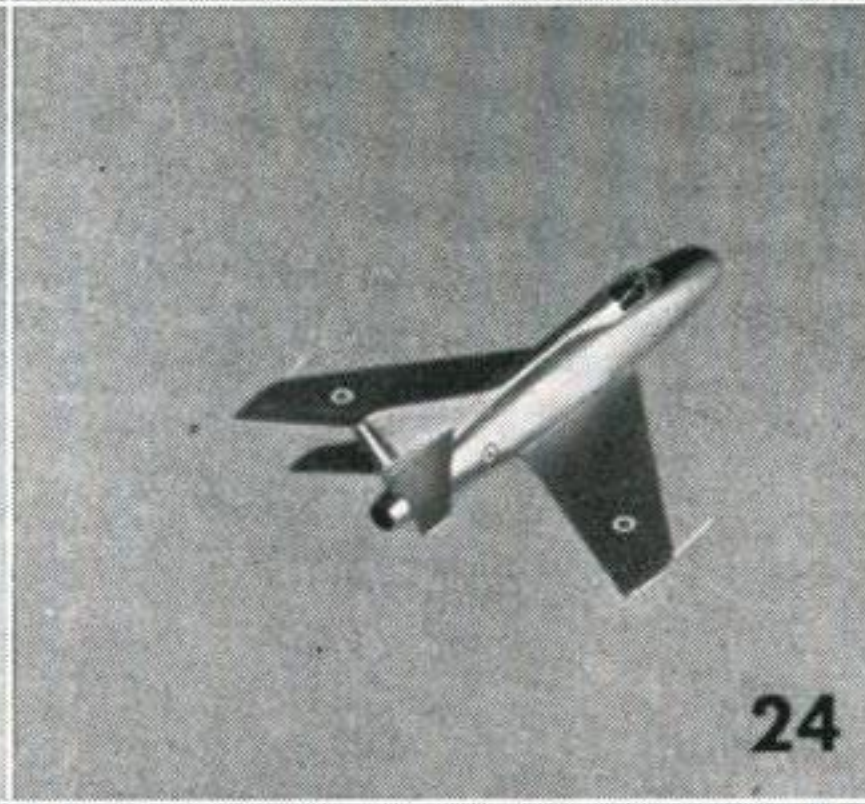
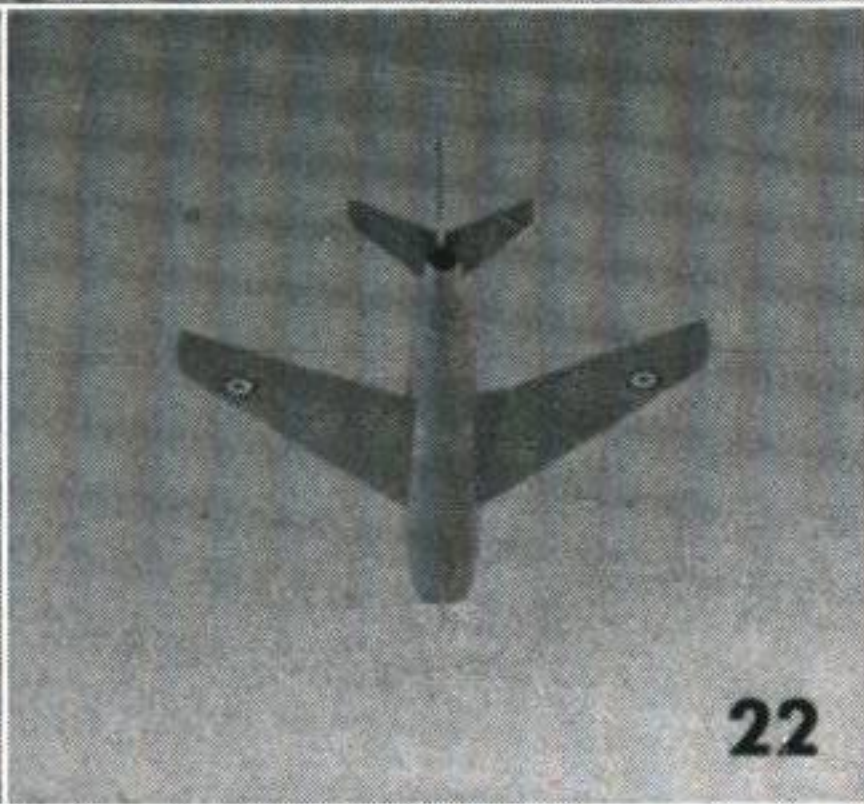
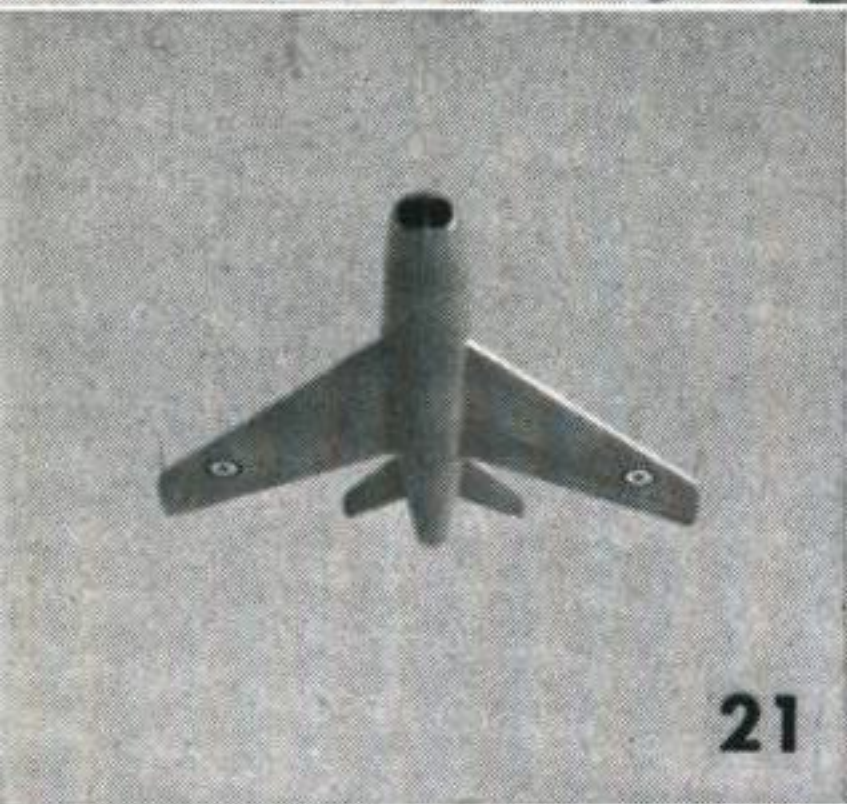
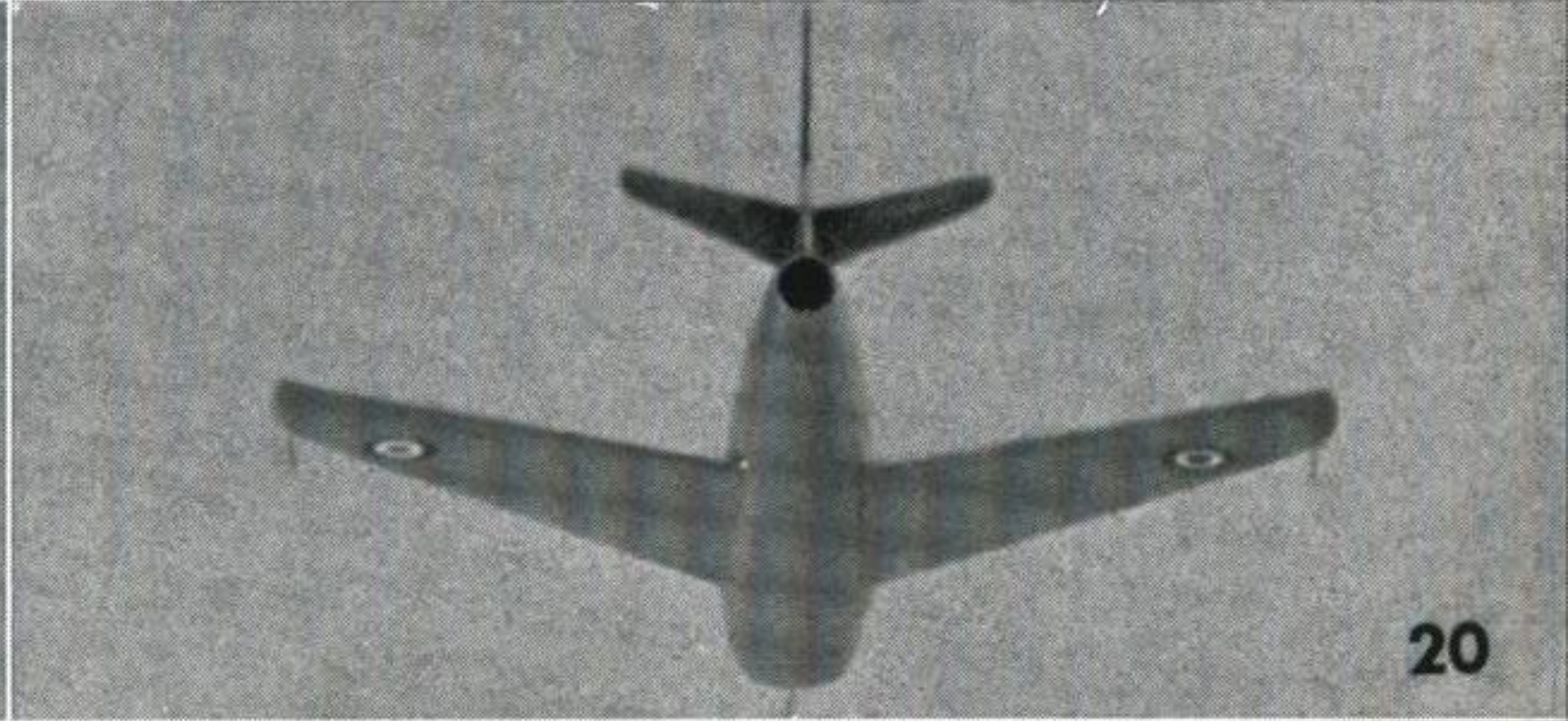
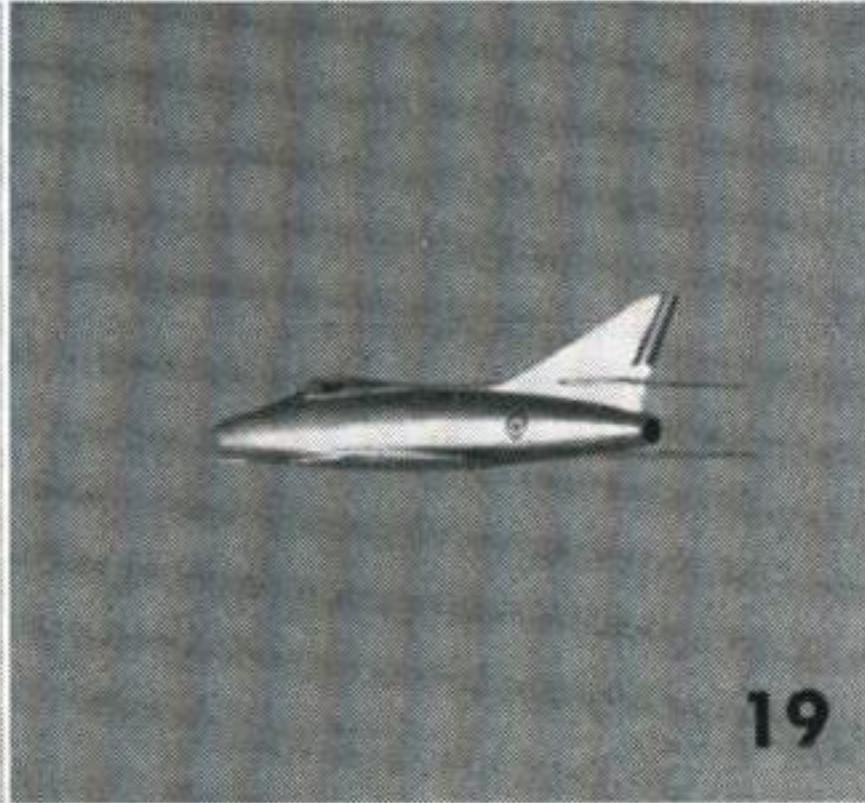
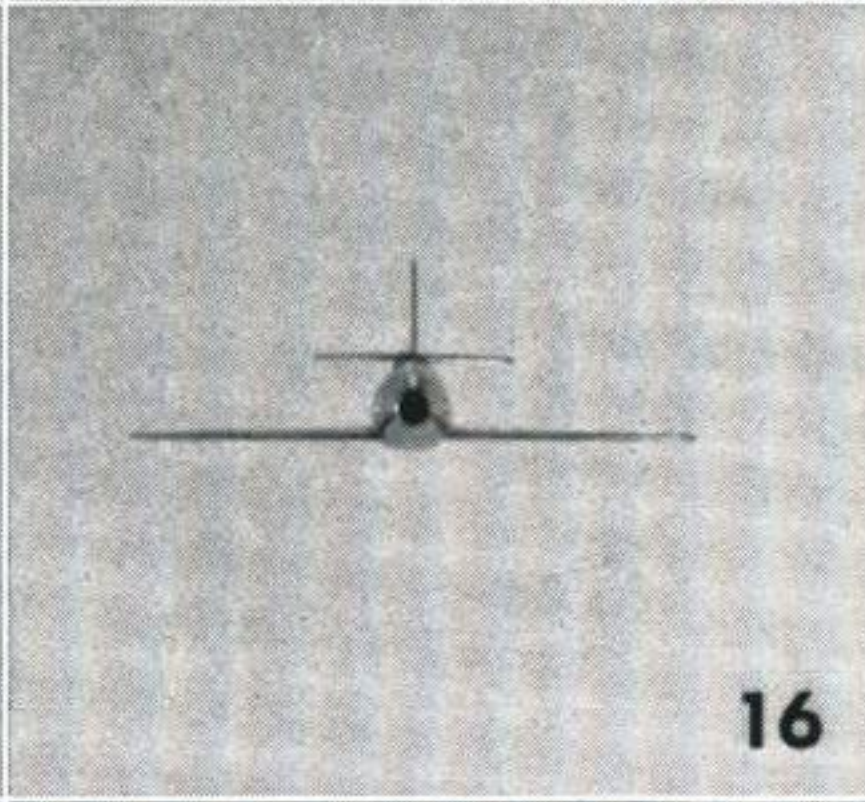
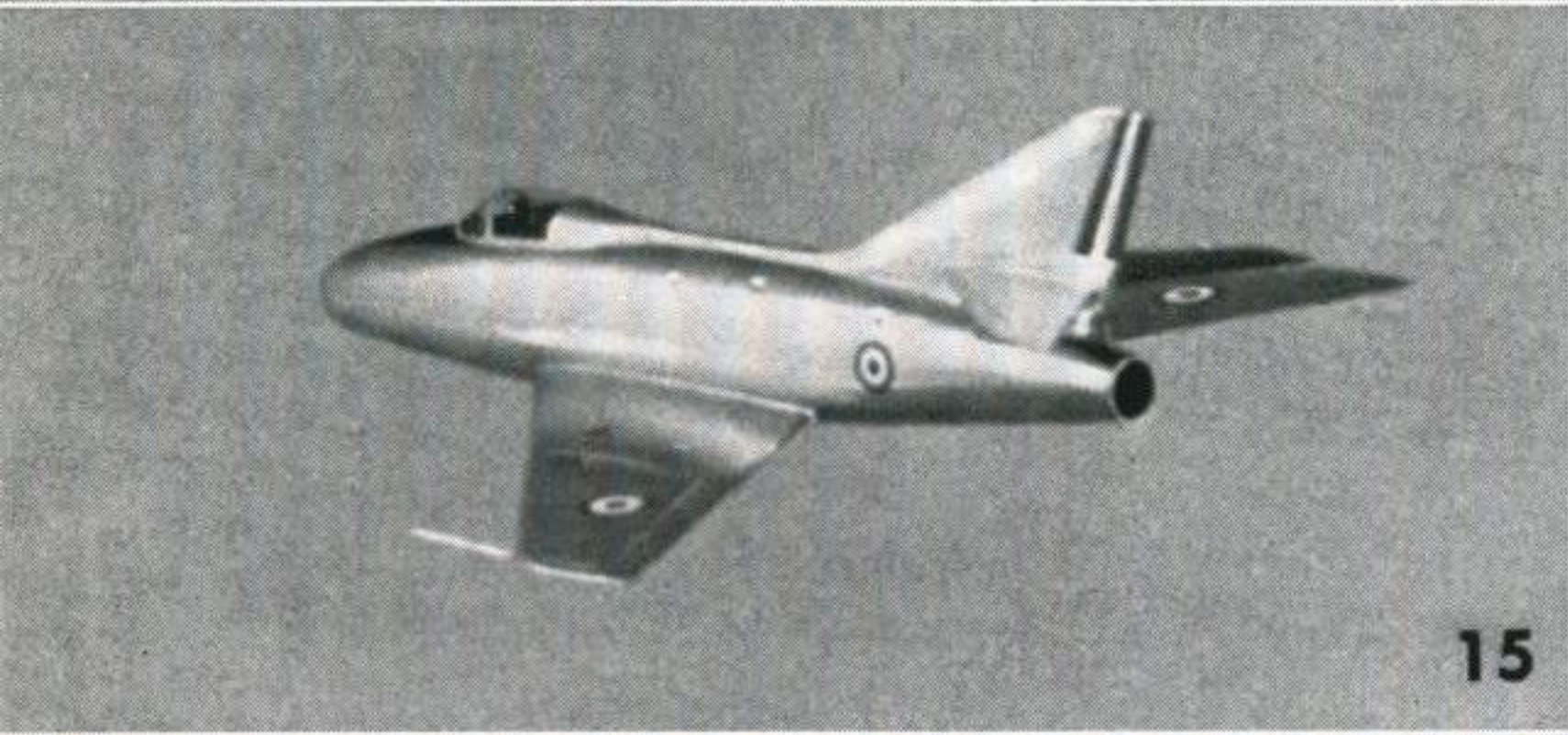
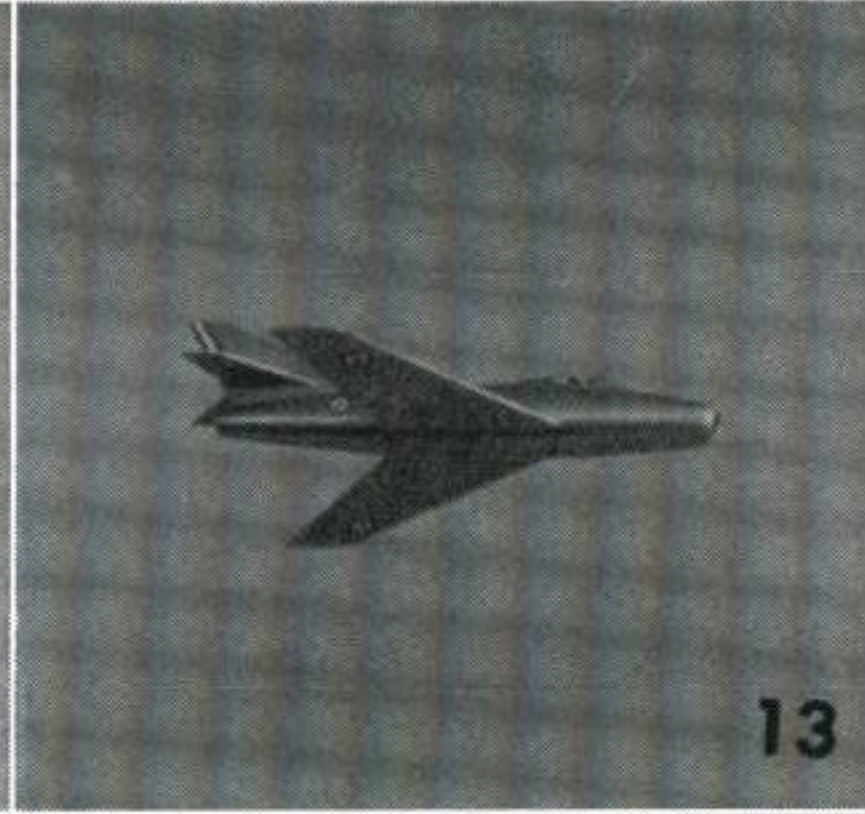
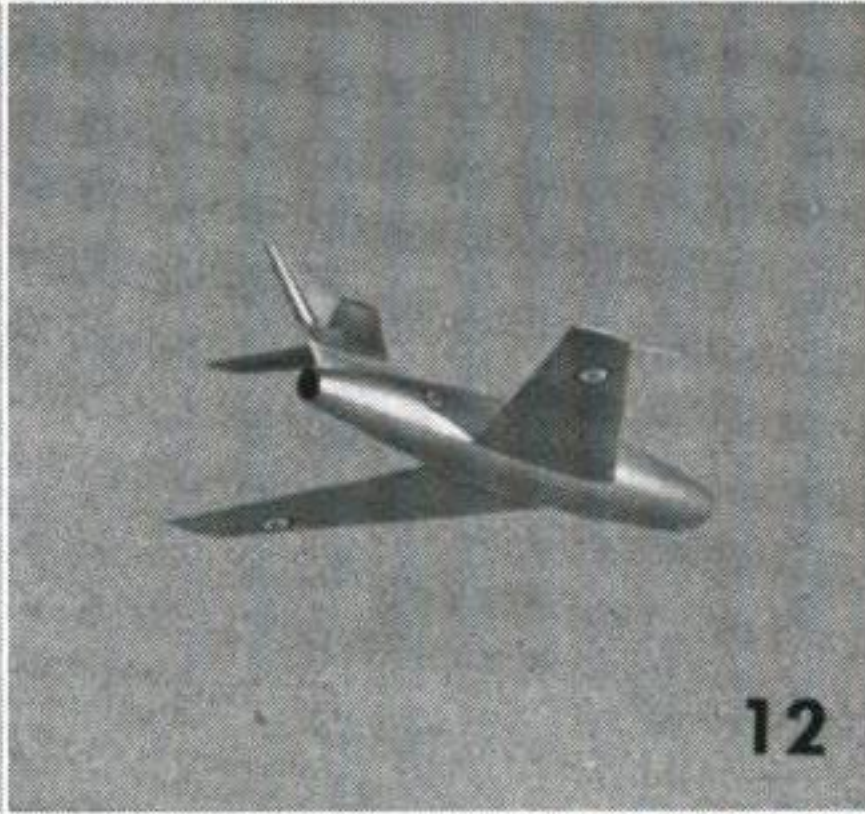
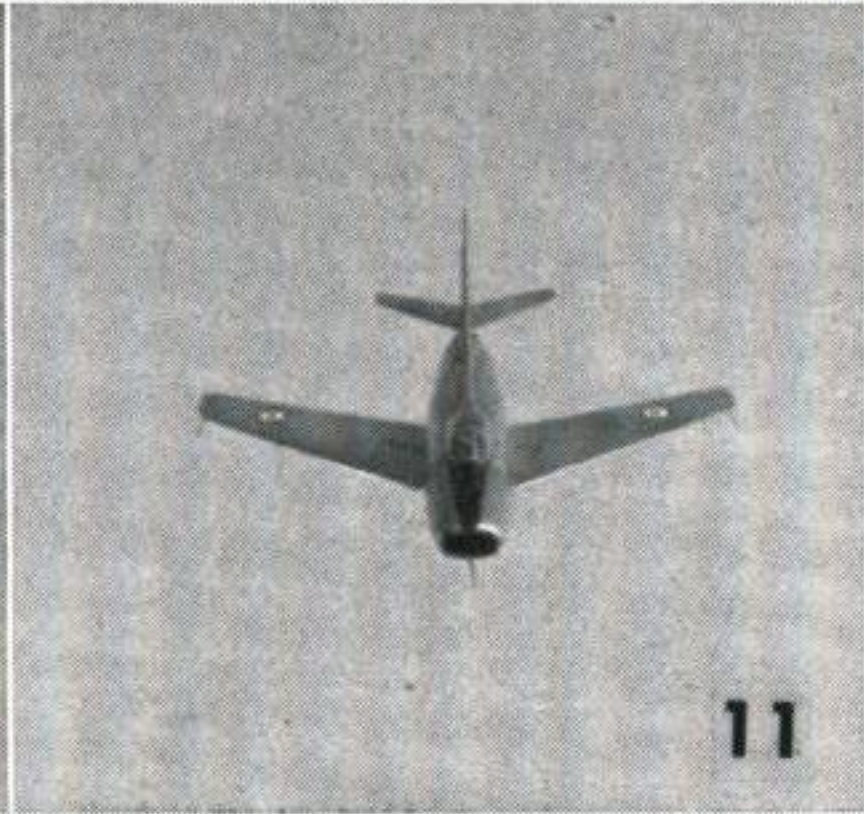
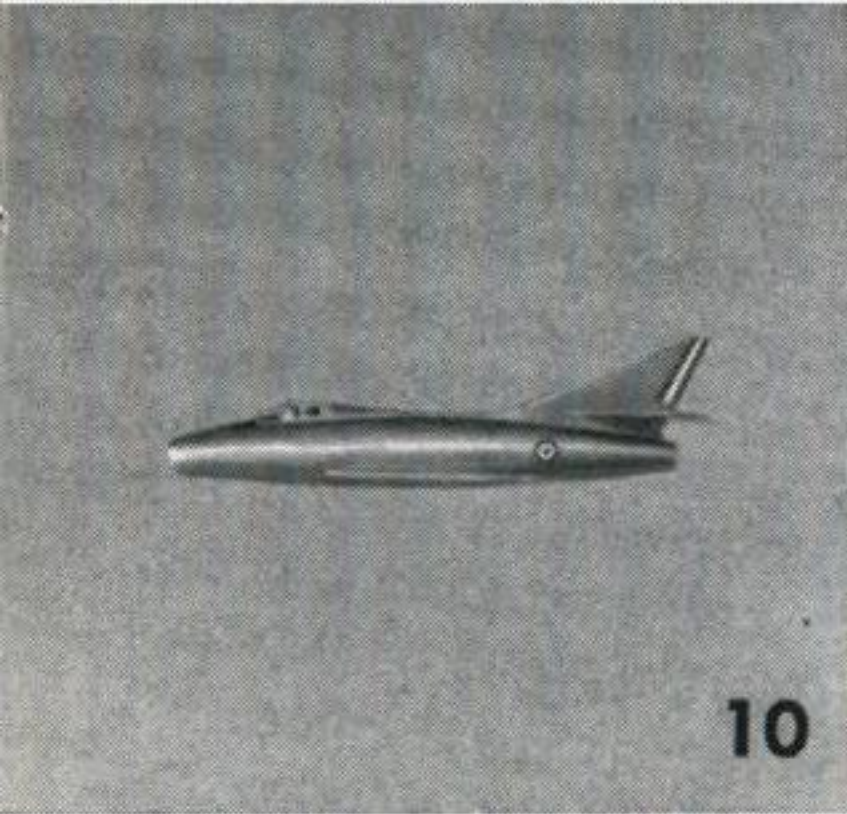
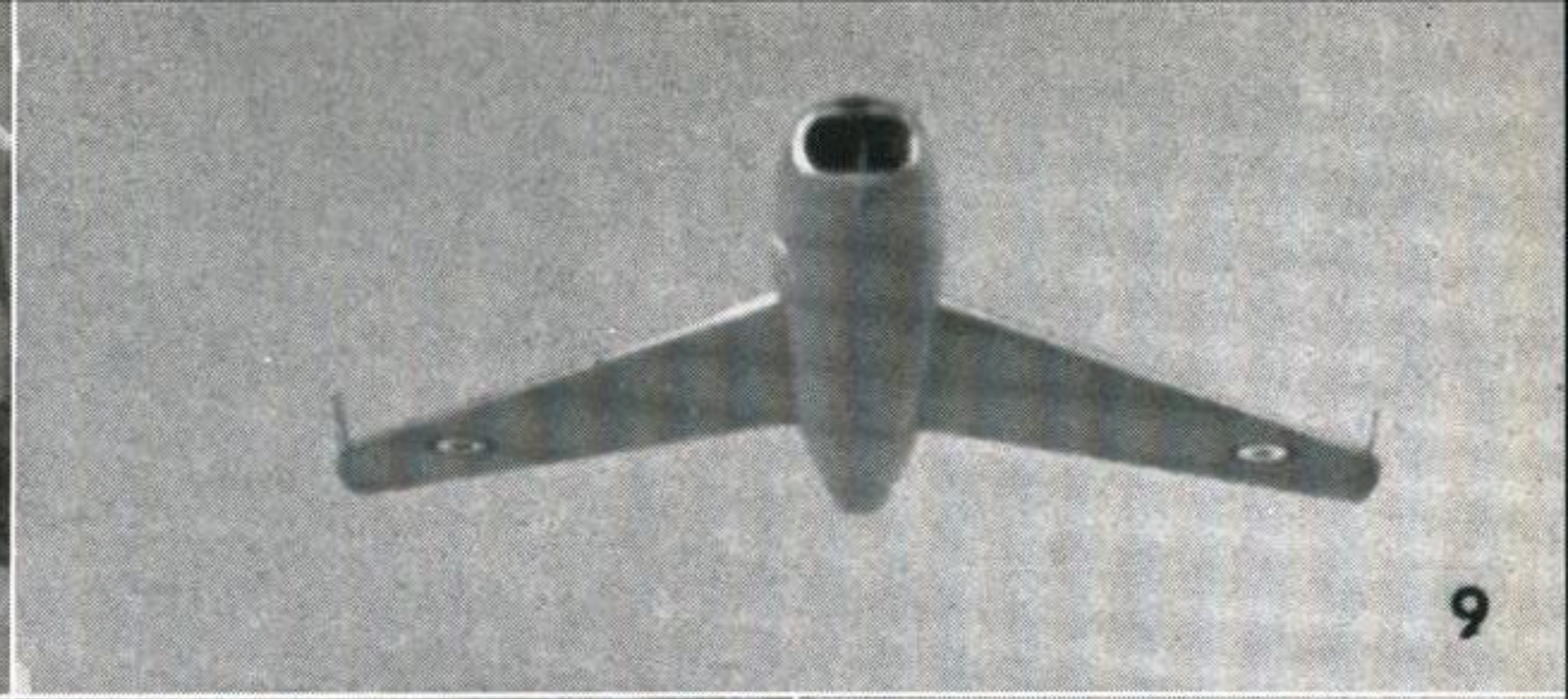
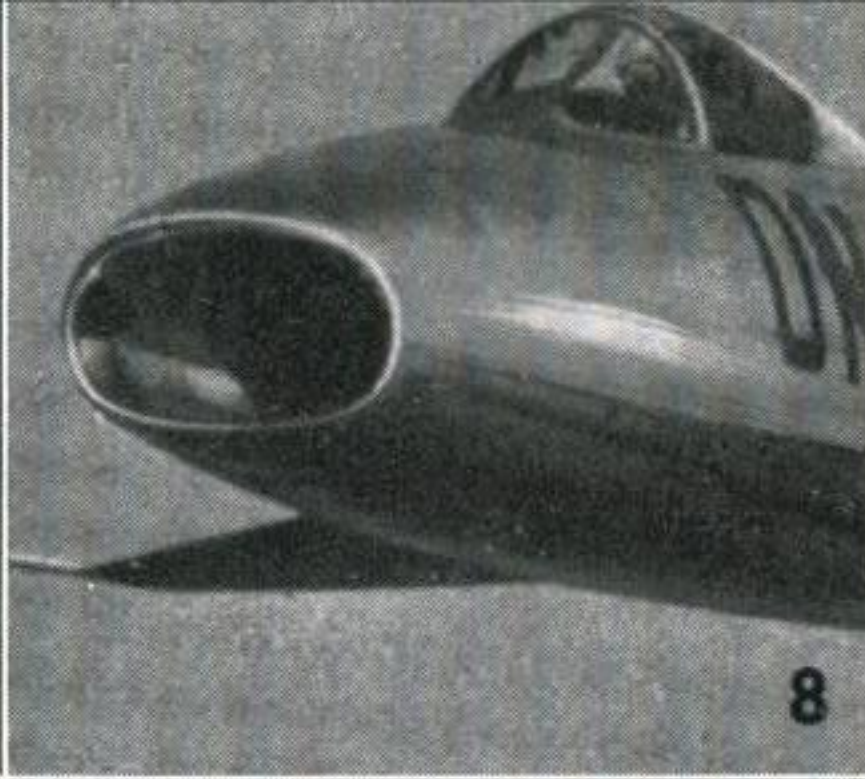
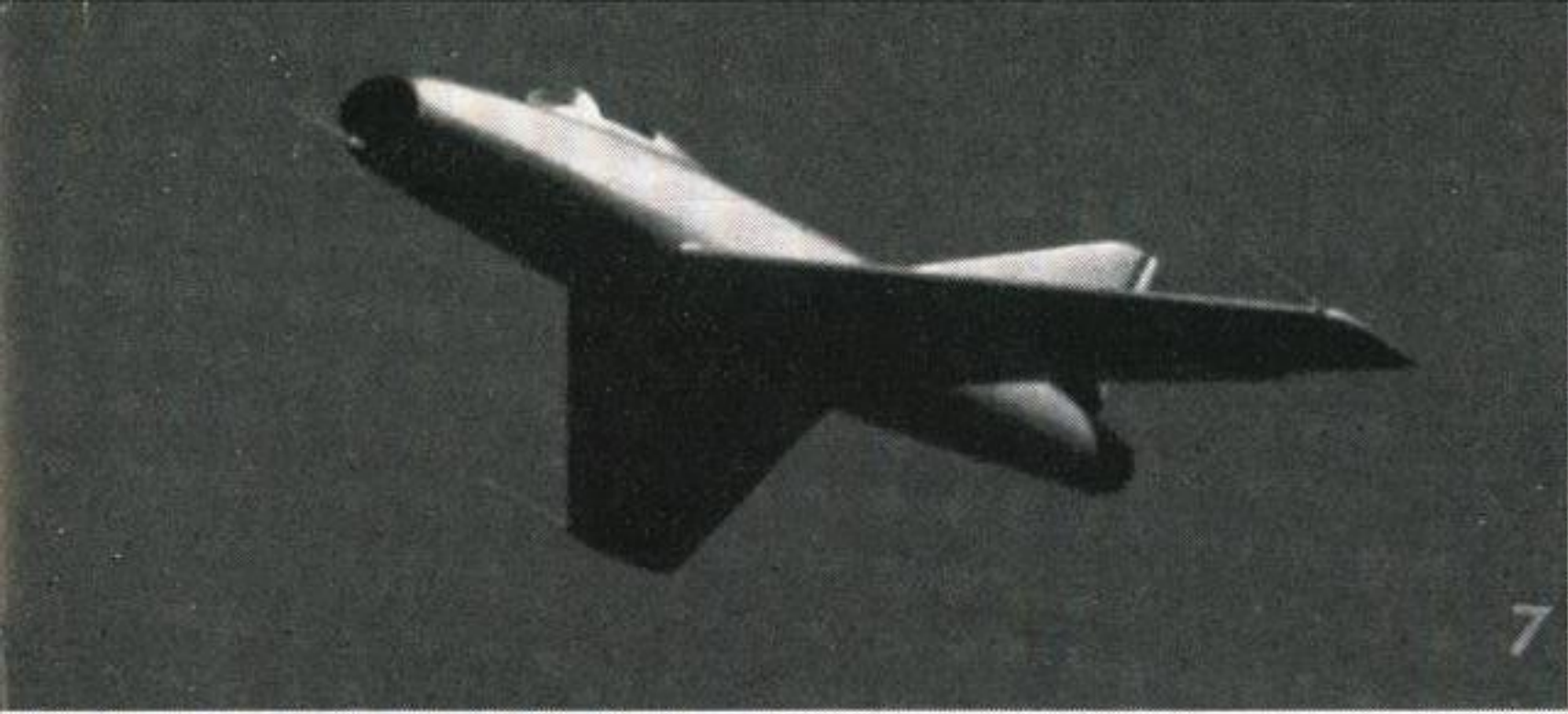


Key View

**SUPER MYSTÈRE B.2** Interceptor/Strike Fighter

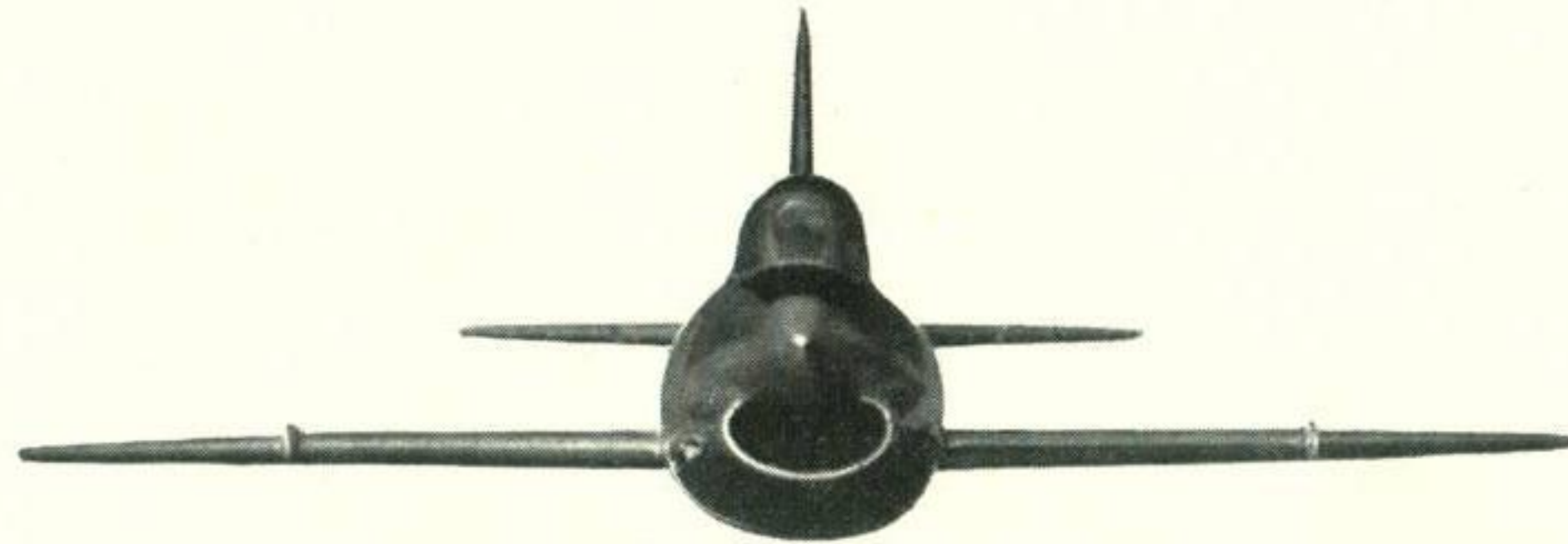
Targets start here





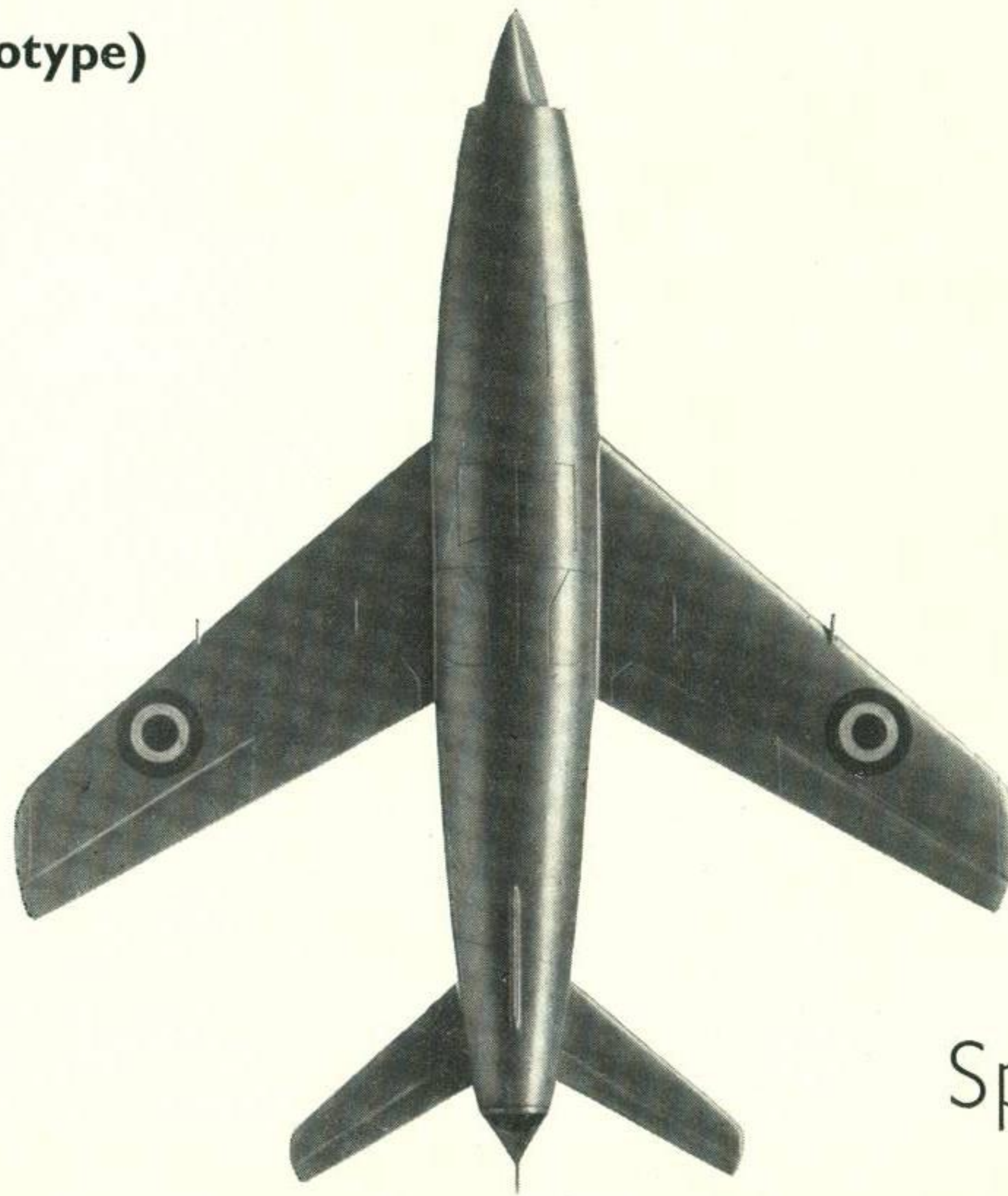
# FIAT ACCOMPLI

The winner of a N.A.T.O. design contest for a lightweight tactical strike aircraft, the G-91 has been in production in Italy since late 1957 as the standard N.A.T.O. light ground attack fighter, and is now being manufactured under licence in Germany. The three-view is the prototype G-91T (two-seat (tandem) trainer). Another variant from the basic G-91 is the G-91R (photographic/reconnaissance) shown in target number 1. However, all the G-91 types are of the same general configuration. For lesson instructions see page 59.

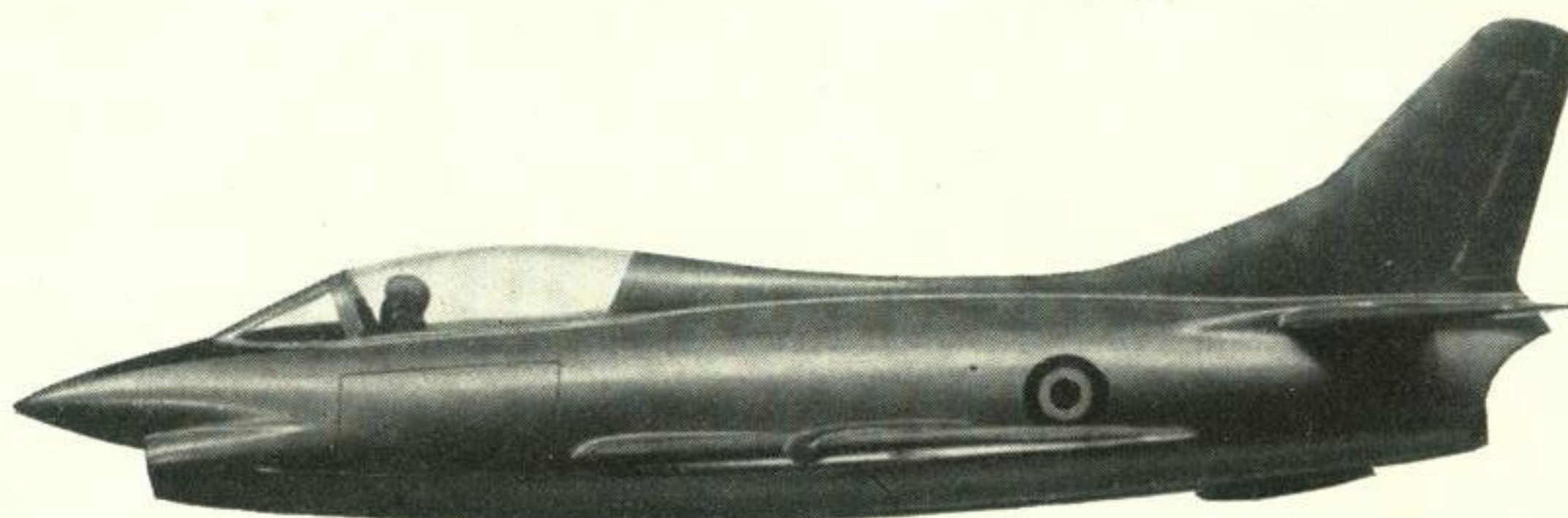


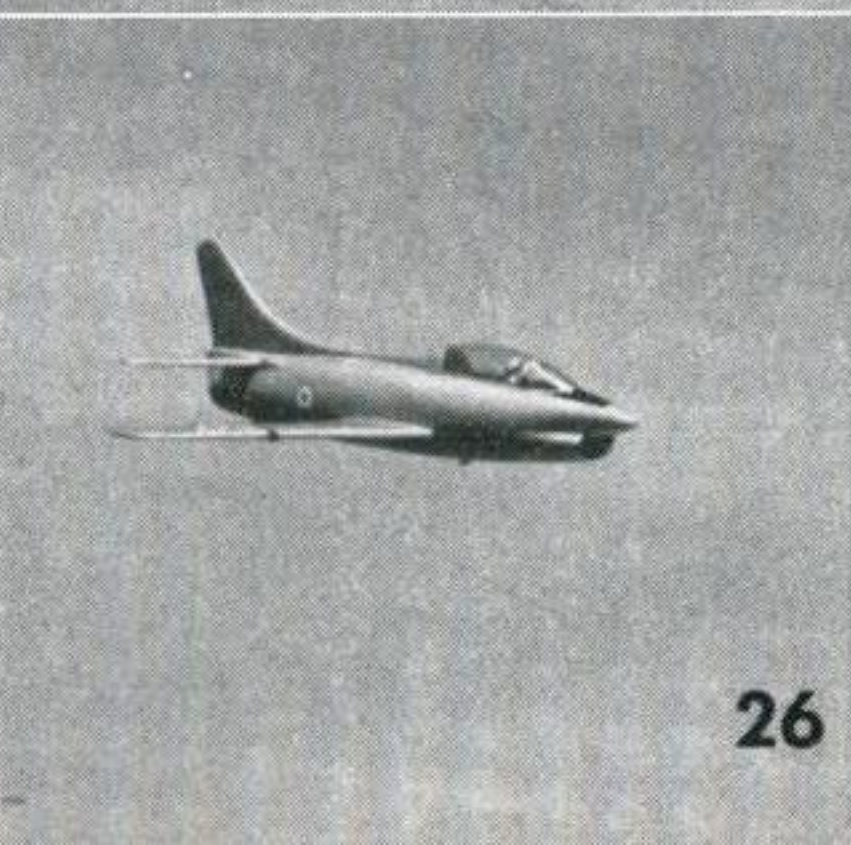
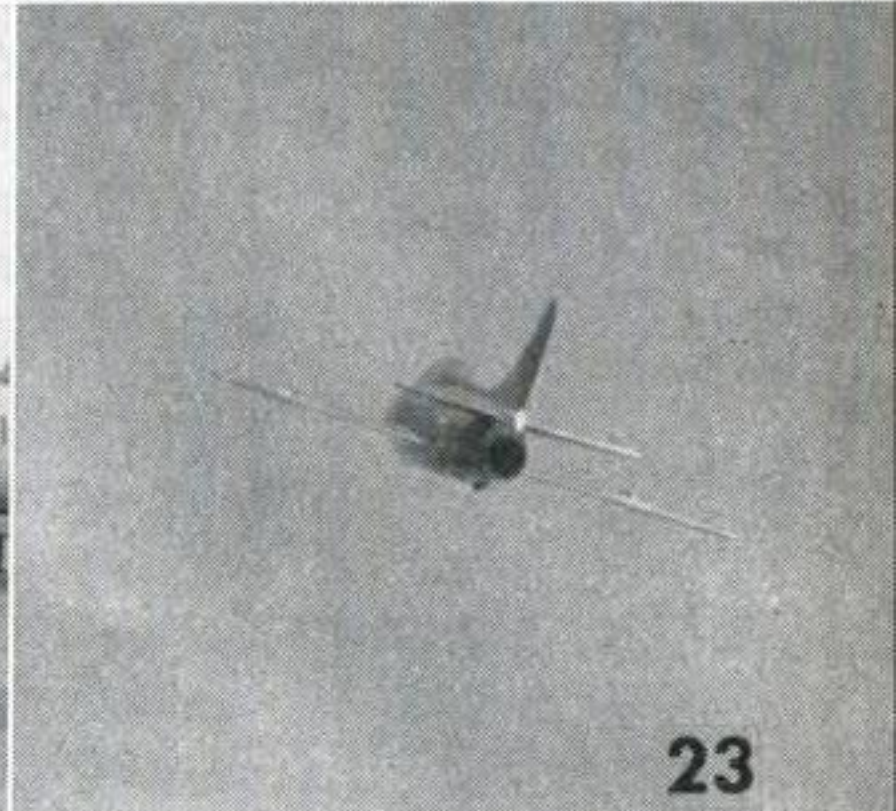
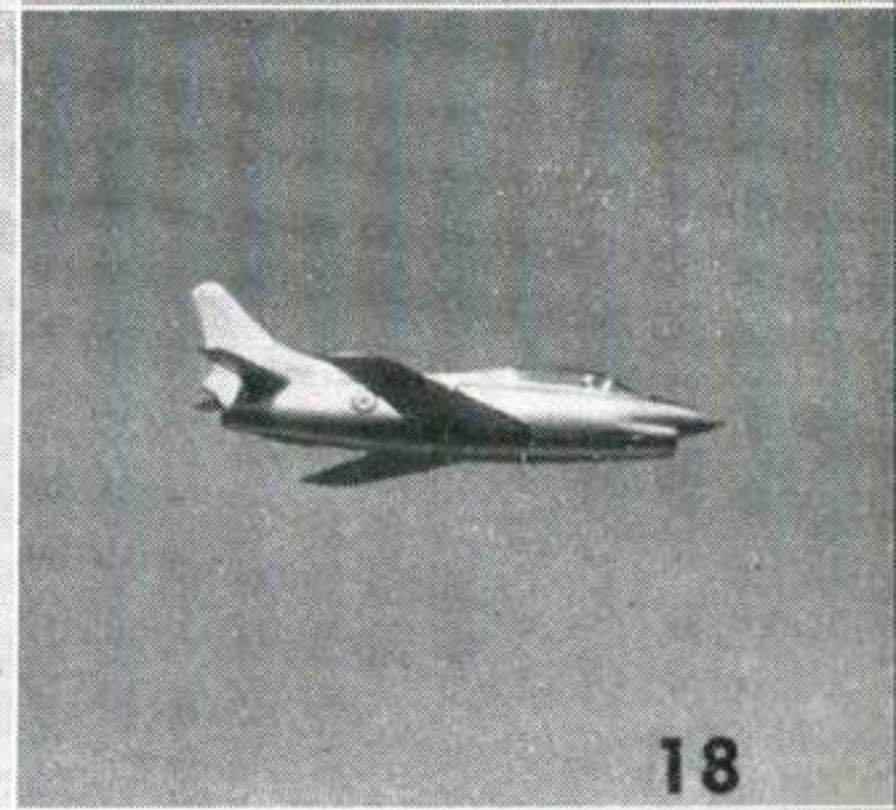
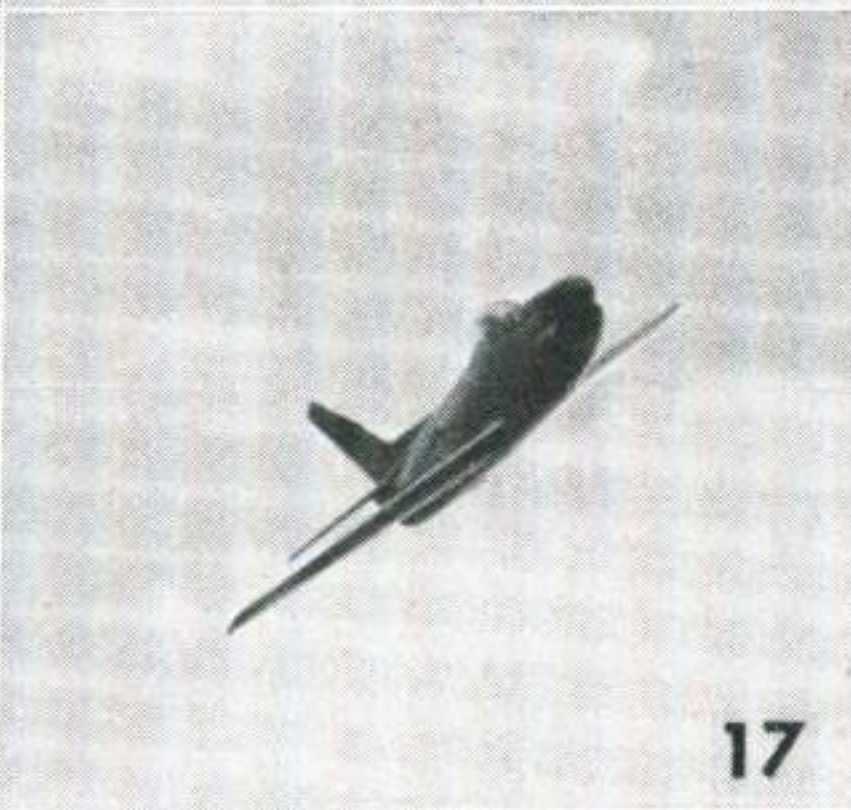
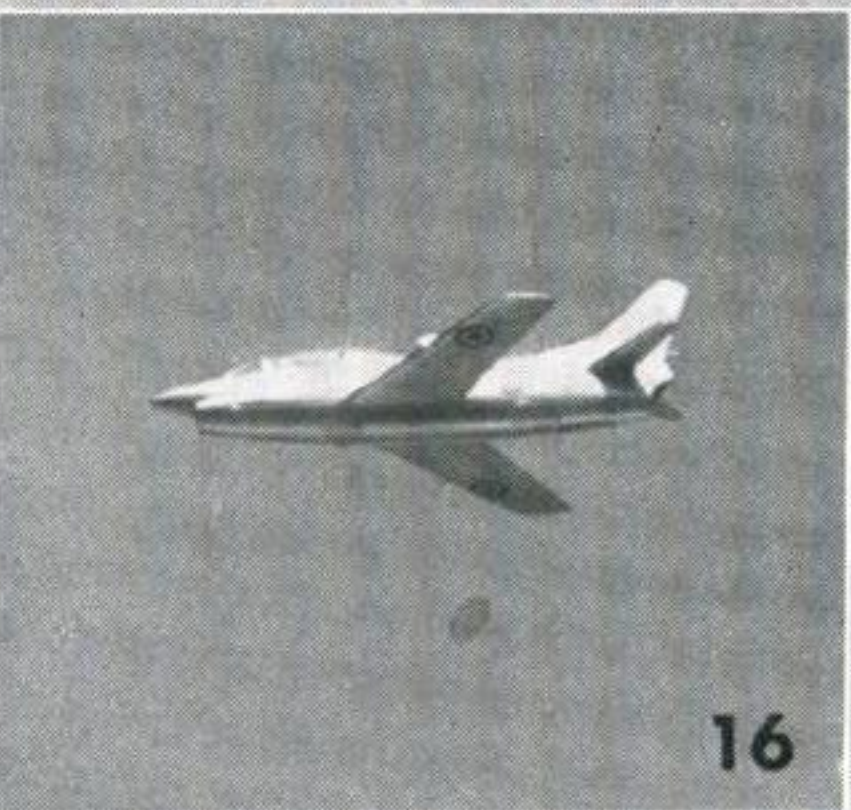
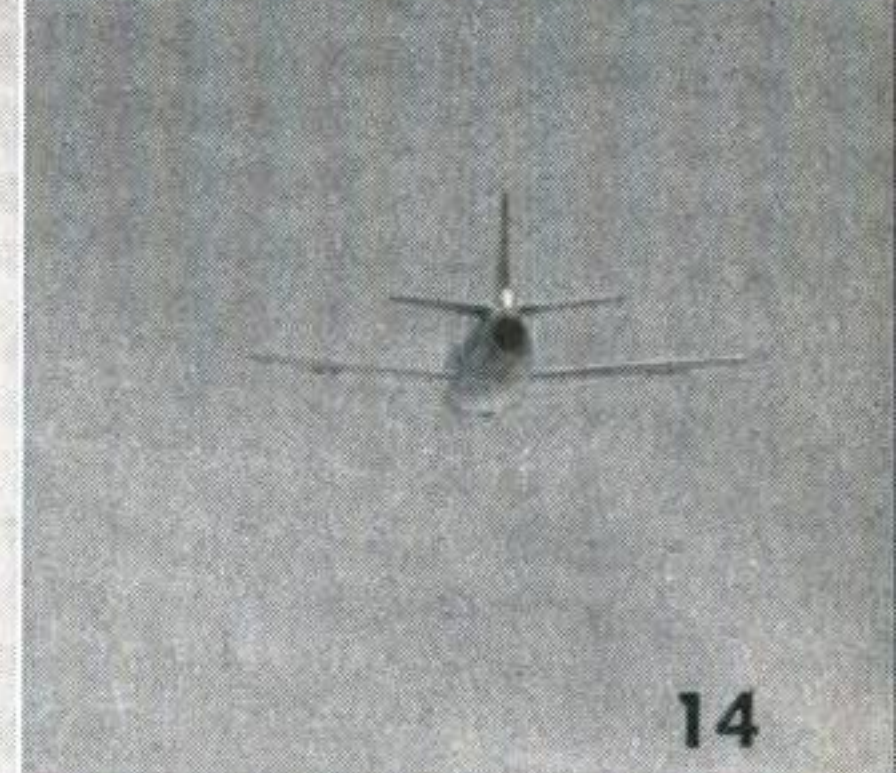
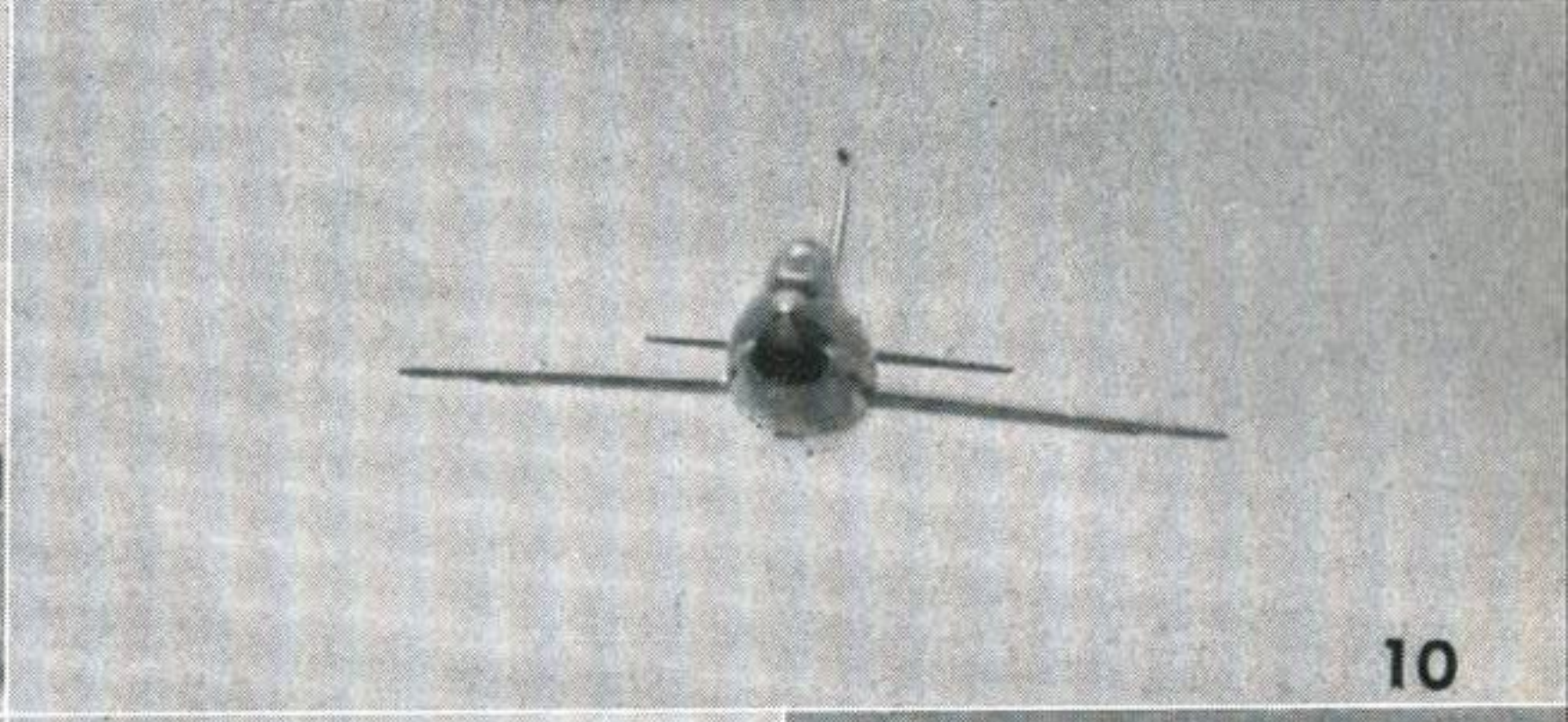
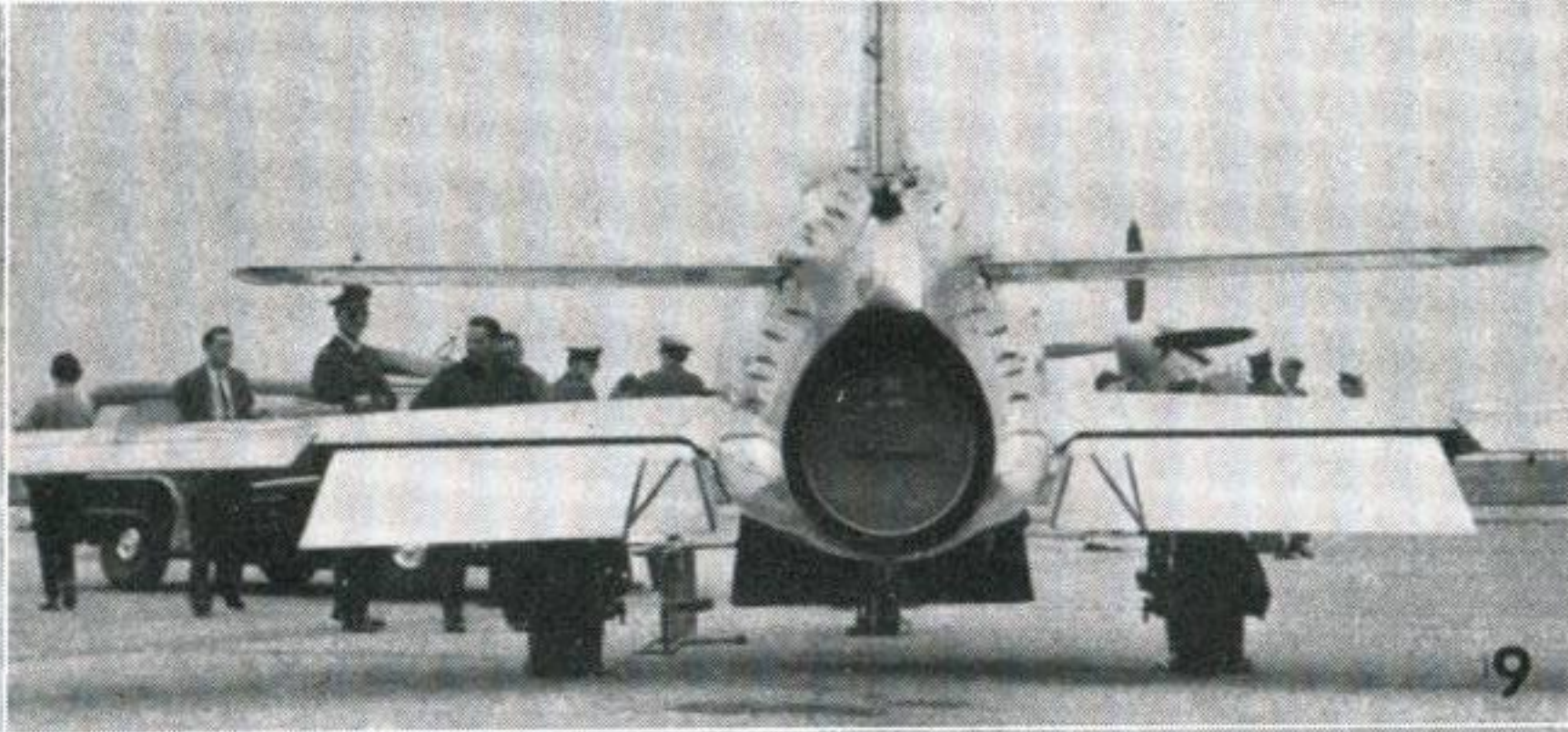
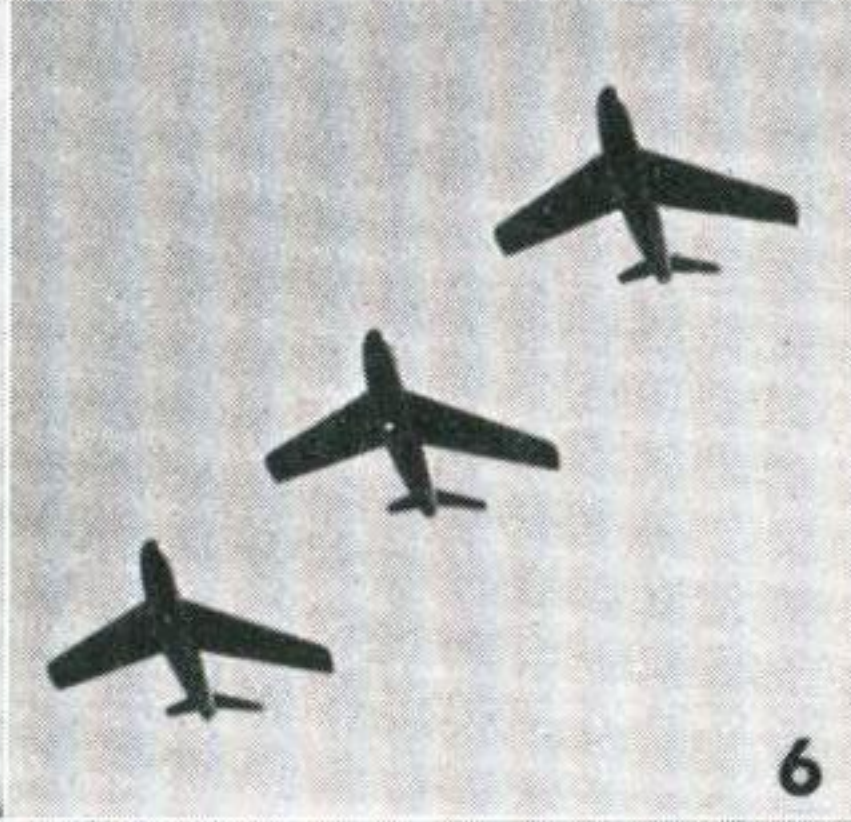
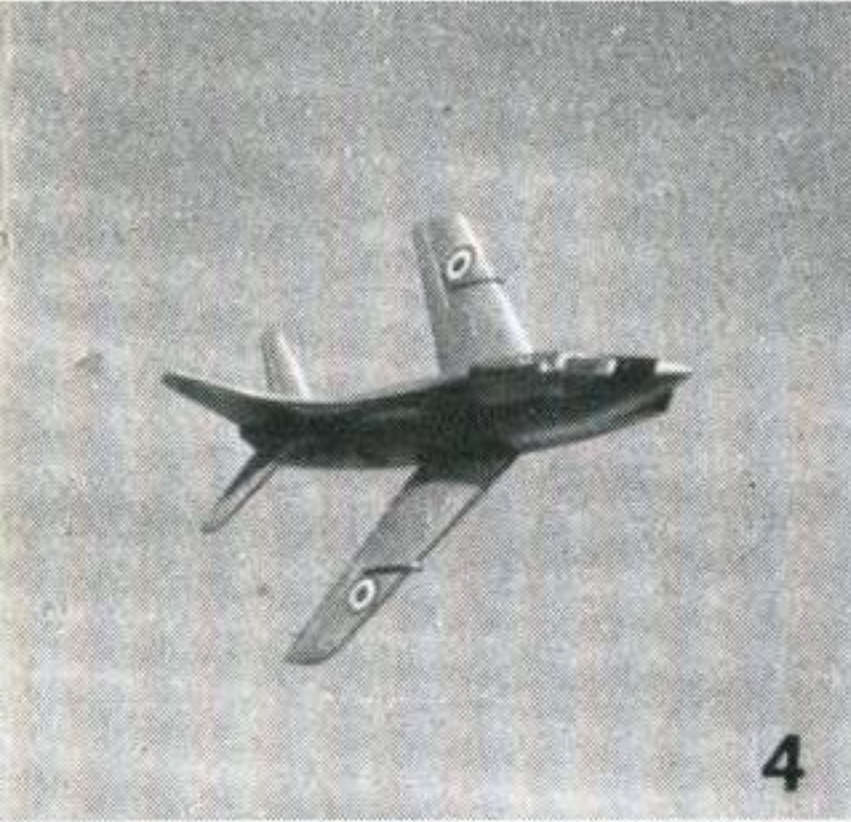
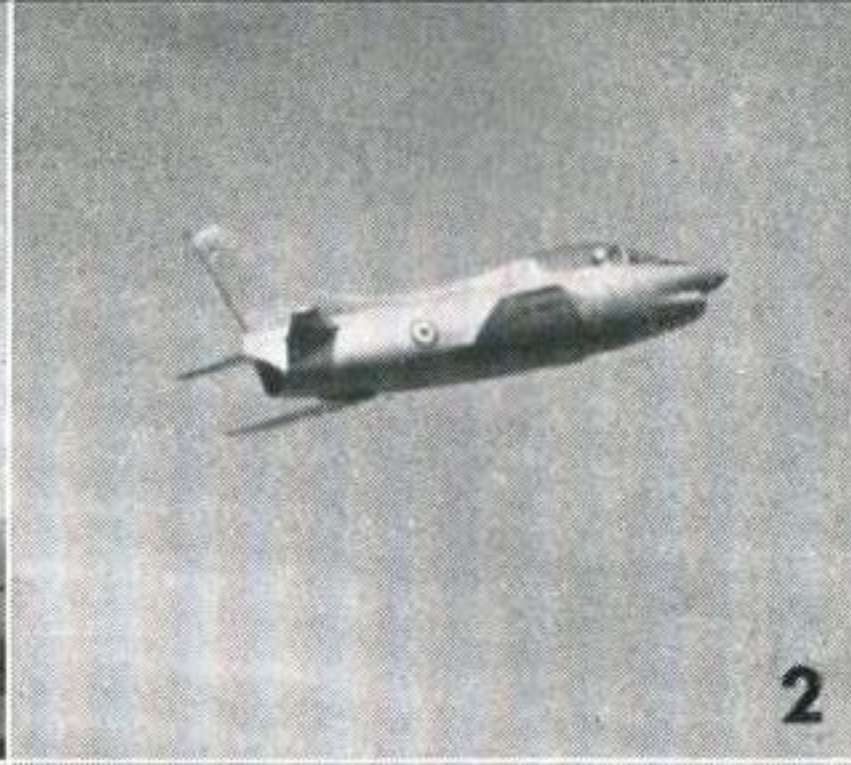
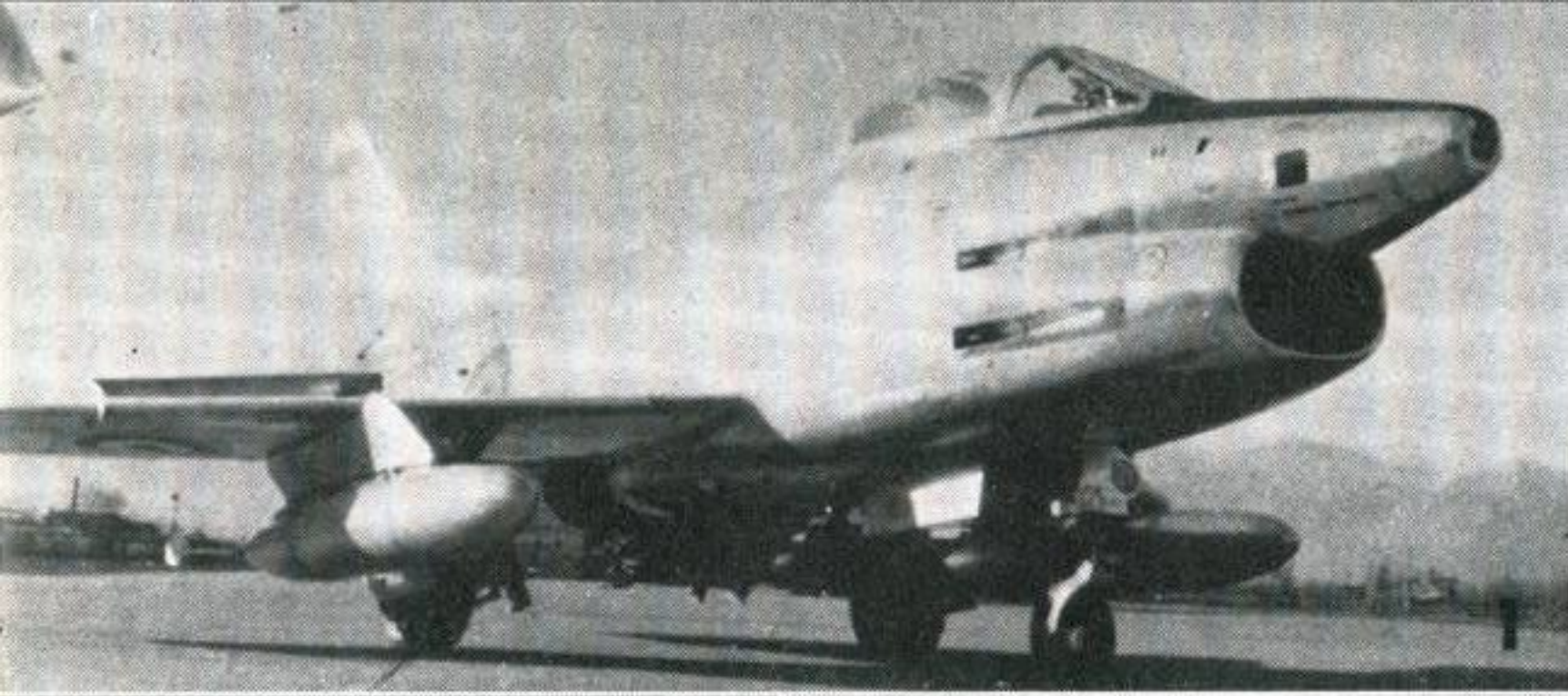
## Fiat G-91T

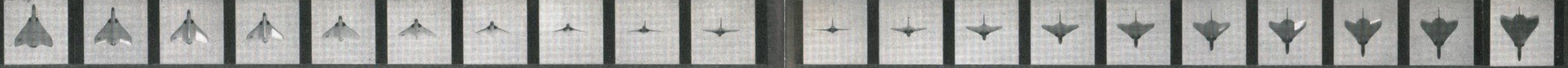
(Prototype)



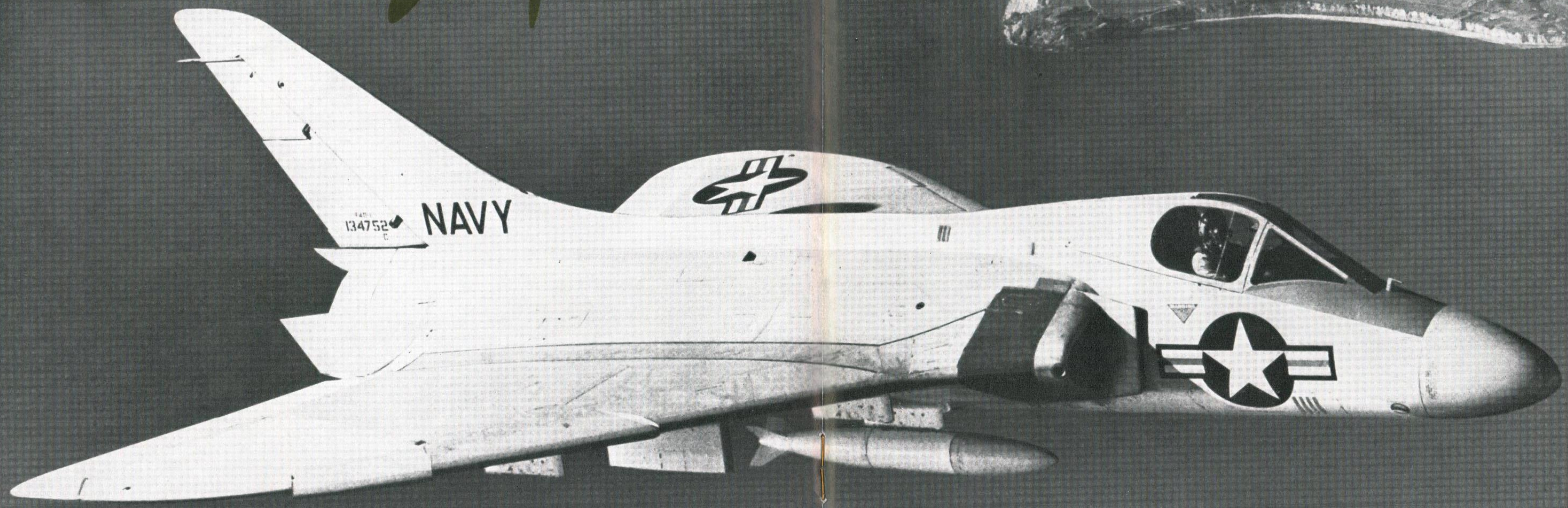
Span 28 feet





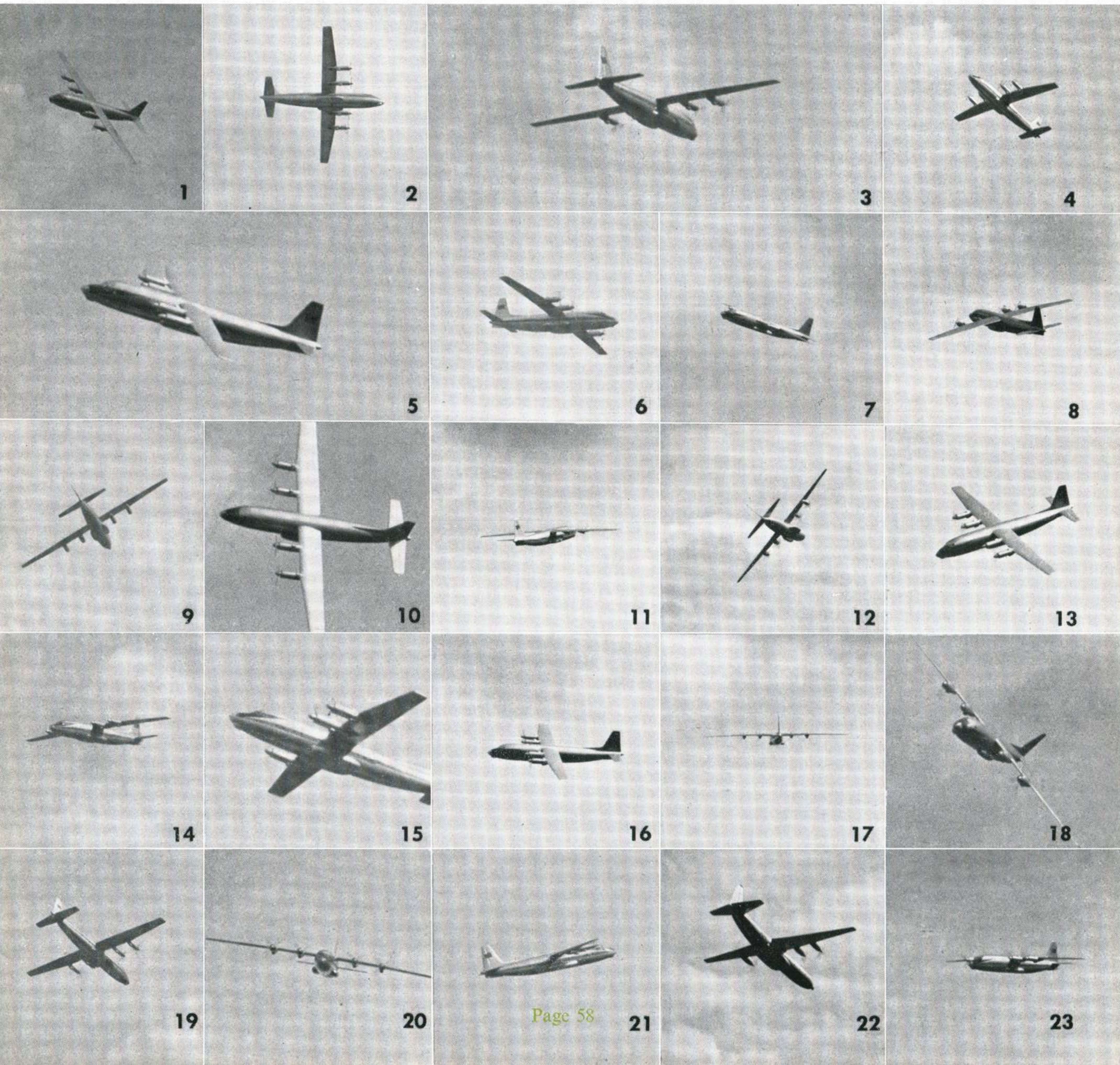


*Skymtam*



# Catch This Cat!

This should not be difficult from the information we give you here. The Cats of this breed are kept mostly on the Russian and Eastern European routes of Aeroflot. There are two species; the AN-10 and the AN-16 (not shown here but whose main difference is in having a 10 ft. longer fuselage). Antonov's feline has a few helpful features such as long and slender turboprop engines and somewhat angular squared-off high-set wing which sometimes looks as though it droops. There are other features which you will learn for yourselves if you do the lesson according to the rules. You will find a list of solutions on the rear cover.



# In Passing . . .

## More haste, less speed

The American correspondent of the *Daily Telegraph* recently reported in that paper that it now takes longer to travel from New York to Chicago in the jet airliner flying at 575 m.p.h. than in the prop jet airliner at 407 m.p.h.

The explanation lies in the fact that the traveller who takes the jet has to travel farther by road, to Idlewild Airport in fact, which is 7 miles farther from New York than La Guardia, which is New York's Airport for non-jet aircraft. Chicago's airport for jets is 25 miles from the centre of the city, whereas the one used by the slower aircraft is only 11 miles.

More time is also lost by the jet traveller because his aircraft carries more passengers who take longer to get tickets and whose luggage takes longer to handle, although in fact the time in the air is much less than in the slower aircraft.

He goes on to say that to try to combat these delays, airlines are now offering intending passengers books of tickets in advance, telephone reservations and credit card systems. Luggage is packed into large containers which can be loaded on and off more quickly than scores of single pieces of luggage, and to reduce the walking time between terminal buildings and the aircraft itself a mobile lounge is being brought into use. Consideration is also being given to the use of helicopters and mono-railway systems between airports and city centres.

## Time for a Work-break

"To all employees: Somewhere between starting and quitting time, without infringing on lunch periods, coffee breaks, rest periods, story-telling, ticket-selling, holiday-planning, and the rehashing of yesterday's TV programmes, we ask that each employee try to find some time for a work-break. This may seem radical, but it might aid steady employment, assure regular pay checks." So said a notice put out by the Spielman Chevrolet Company of New York.

## The Blackdyne Rotoburn

If you see one of these things flying you should immediately see a doctor—or, change your drinking habits.

For the benefit of Aunt Matilda, however, this is actually a picture of the Fairey Rotodyne skulking behind the NA-39 at Farnborough.



"The aeroplane got up to 35,000 in twenty seconds . . . unfortunately I only reached 5,000 feet in that time."

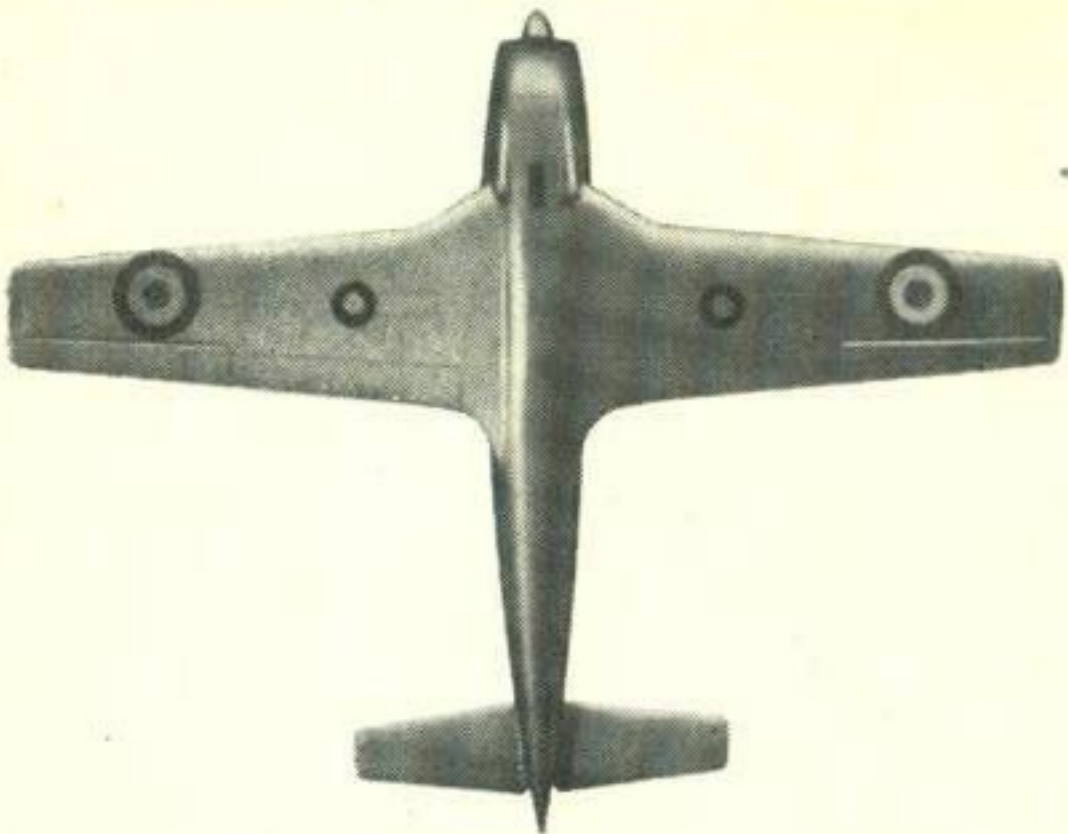
## GENERAL INSTRUCTIONS FOR CARRYING OUT IDENTIFICATION LESSONS IN THE JOURNAL

To get the maximum benefit from the identification lessons in this *Journal*, the procedure set out below should be carefully followed:

1. Read all text associated with the lesson.
2. List the target numbers on a piece of paper.
3. Use the key information to identify easy targets first so as to gain experience, also use known targets to help identify unknown ones and let the eye range freely between key and target views all the time.
4. When certain of an identity, write down its name immediately against the target number.

**NOTE:** Writing down the name at once after each identification is an important part of the procedure because it trains you to name it.





Span: 36 feet

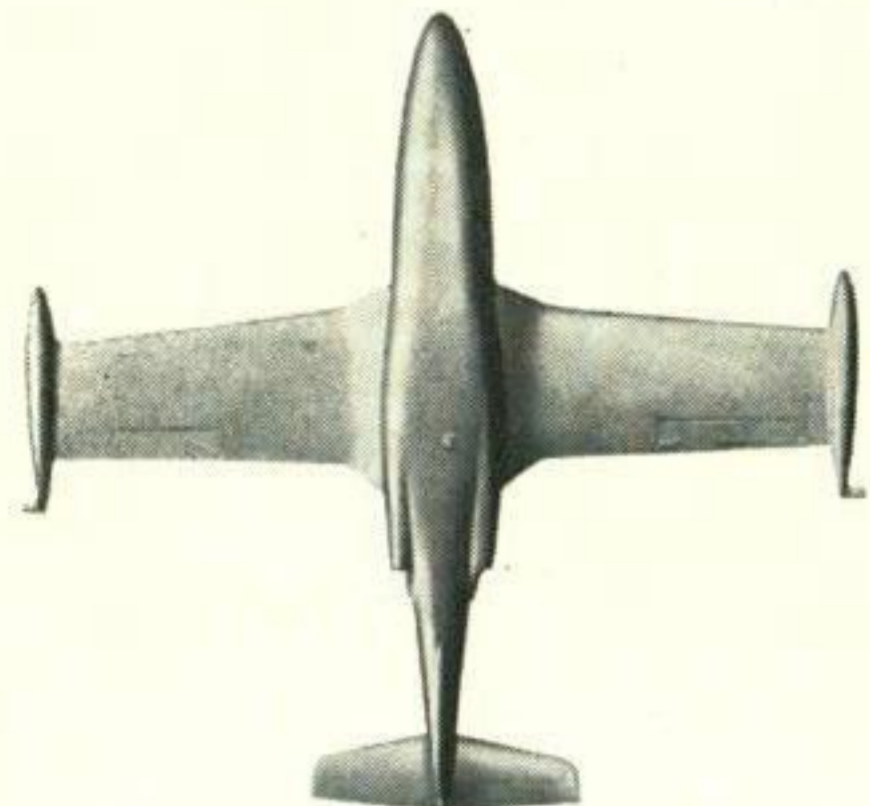


### Piaggio P-149D

(Italy)

Liaison/Training Mono-plane

Derived from the P-148 primary trainer. Four/five seat, single piston engine. Also made in Federal Germany under licence for G.A.F.



Span: 33 feet (including tip tanks)

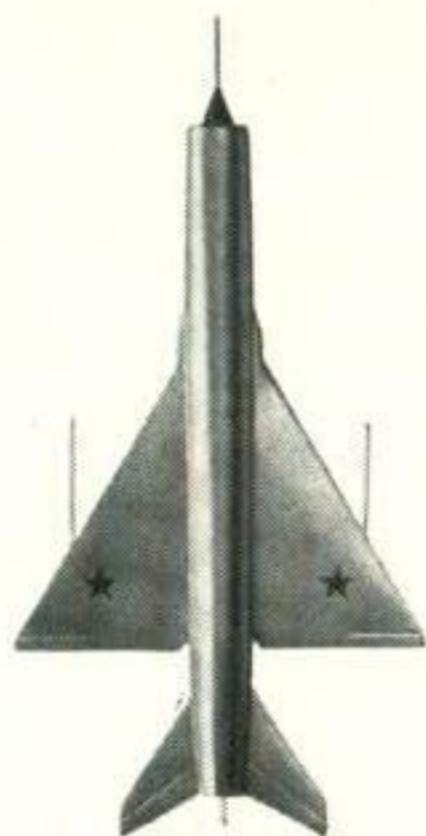


### M.S. 760 PARIS

(France)

Communication Aircraft

Designed as four-seat high-speed transport, since adapted for other roles. Twin turbo-jet. With French and Argentinian Air Forces. Also produced in U.S.A. as commercial transport.



Span: 26 feet

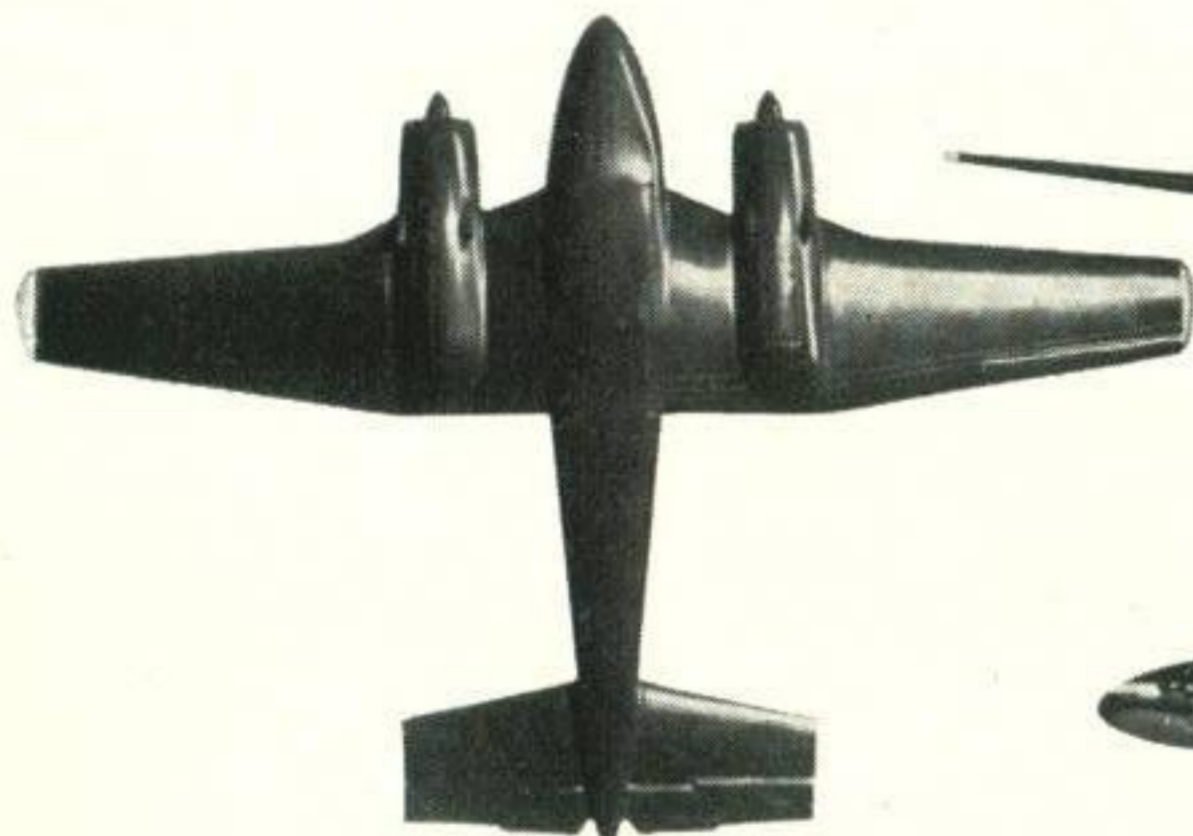
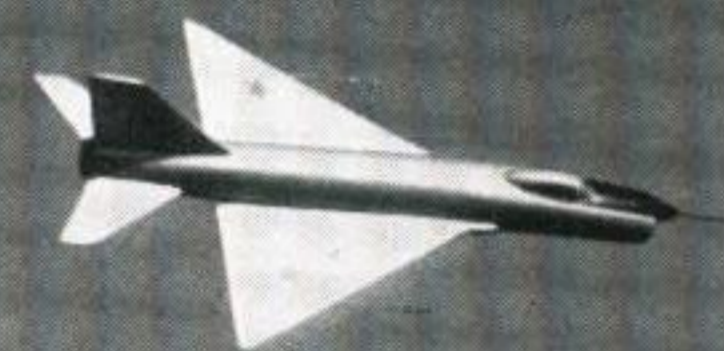


### FISHPOT

(U.S.S.R.)

All-Weather Interceptor

Mach 2 single-seat fighter. Platform for four unguided air-to-air missiles of target-seeking type. Has radar "nose" above air intake. Single jet with afterburner.



Span: 45 feet



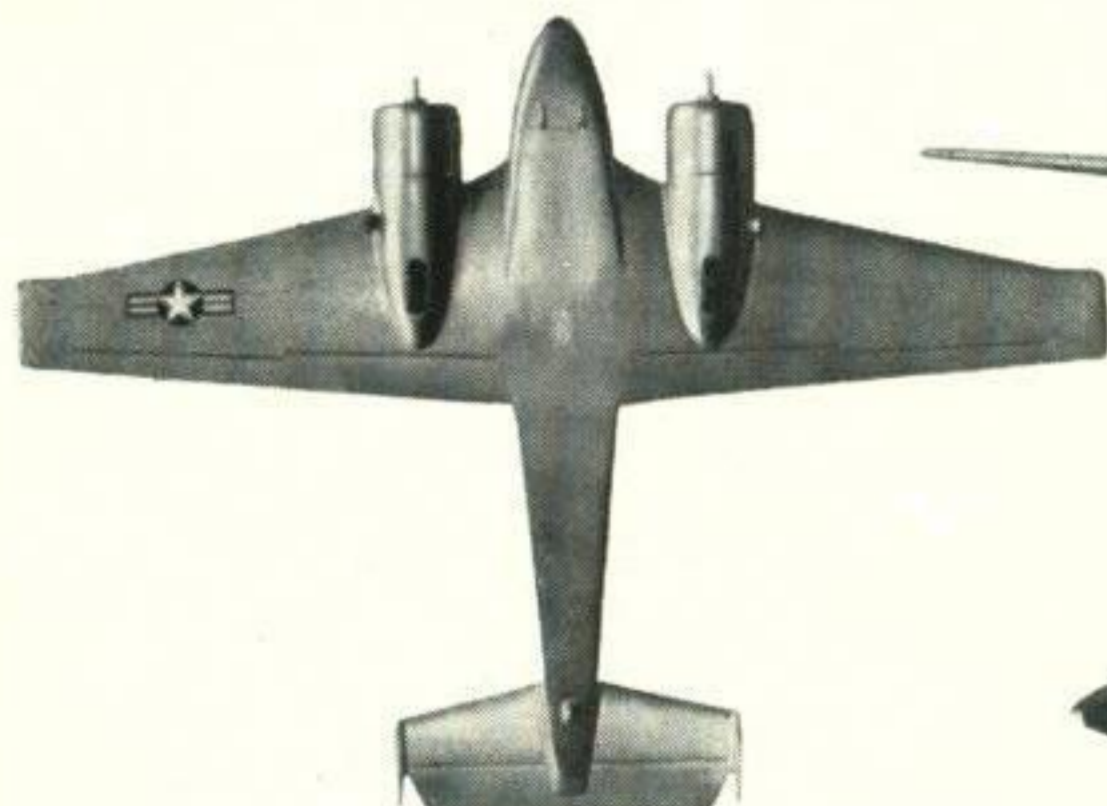
### TWIN-BONANZA

(U.S.A.)

Light Transport

(U.S. Army L-23 Seminole)

The Beech Model F-50 has six seats and twin engines. Some models have rockets for quick take-off, some have large radar nose.



Span: 50 feet



### BEECHCRAFT SUPER 18

(U.S.A.) Light Transport

(U.S. Army C-45)

Development of Beechcraft 18 (over 6,000 built, commercial and military), 400 built to date. Twin piston engines; some versions with rocket engines to assist take-off. Pilot plus 5-9 passengers.



## THREE-VIEW DIGEST

illustrations become available. The toned three-view, although set out here for reference purposes, is in fact a valuable basic element in identification training, embodying both outline and form characteristics in a blend more natural than a silhouette can give. Incidentally, the wing spans quoted in each case have been rounded to the nearest foot.

Here is a further selection of three-view illustrations of current aircraft to supplement our previous features of this kind. We shall hope to publish others from time to time as further

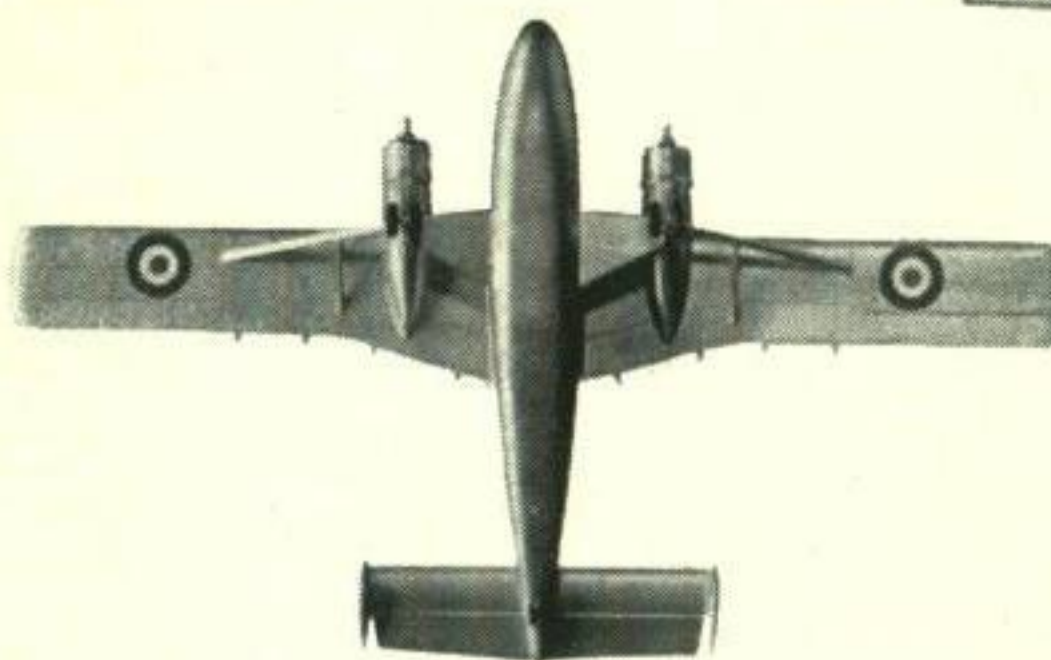


## TWIN PIONEER

(G.B.)

### General-Purpose Aircraft

In use in many countries. In R.A.F. service as "Twin Pioneer C.C. Mk. 1." Noted for stability and exceptional control at low speeds.



Span: 77 feet

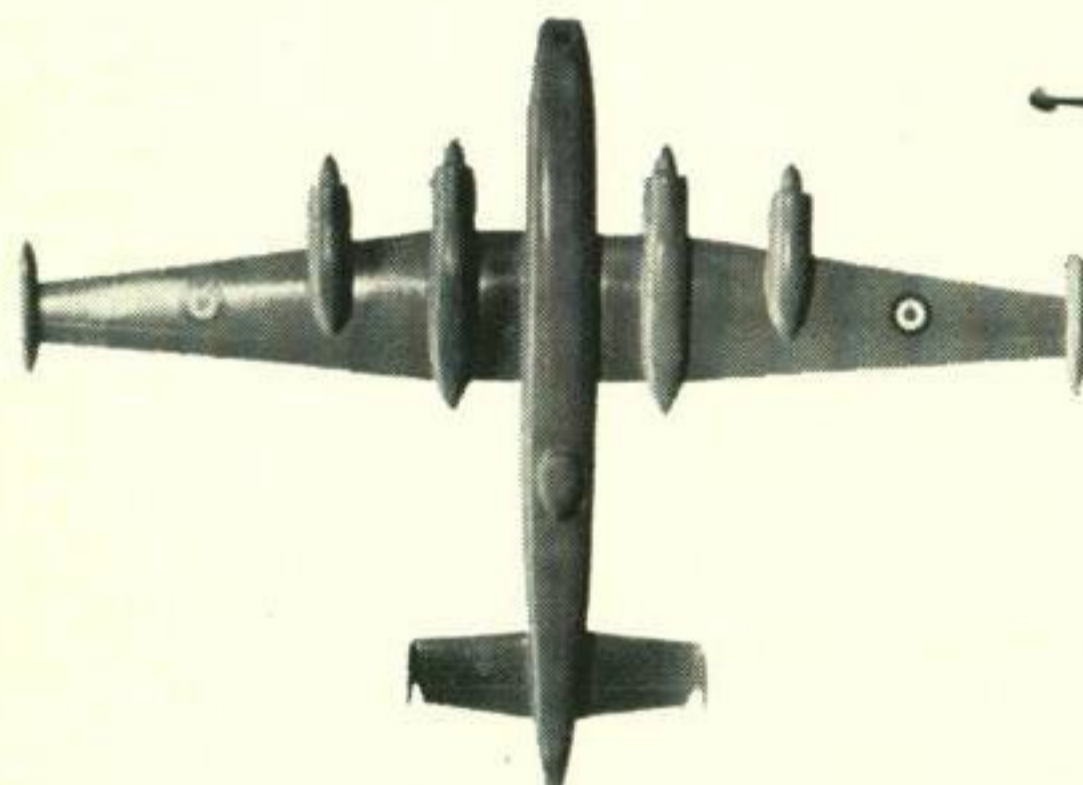


## SHACKLETON M.R. MK. 3

(G.B.)

### Long-Range Maritime Reconnaissance

First Mk. 1 flew in 1949, first Mk. 3 in 1955. Serves in R.A.F. and S.A.A.F. Crew of ten; range of over 3,600 miles; four piston engines.



Span: 120 feet (including tip tanks)

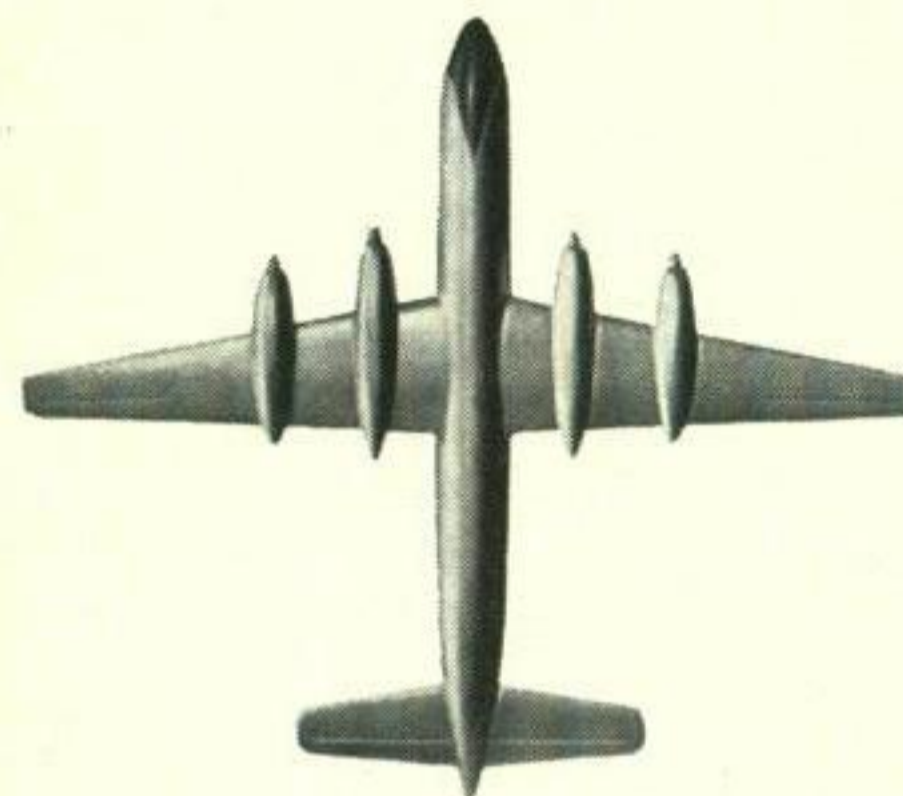


## BRITANNIA 312

(G.B.)

### Long-Range Airliner

B.O.A.C. passenger convertible to seat 70, 90 or 130 as required. Range of 5,500 miles; four turboprop engines; maximum payload 28,000 lb.



Span: 142 feet

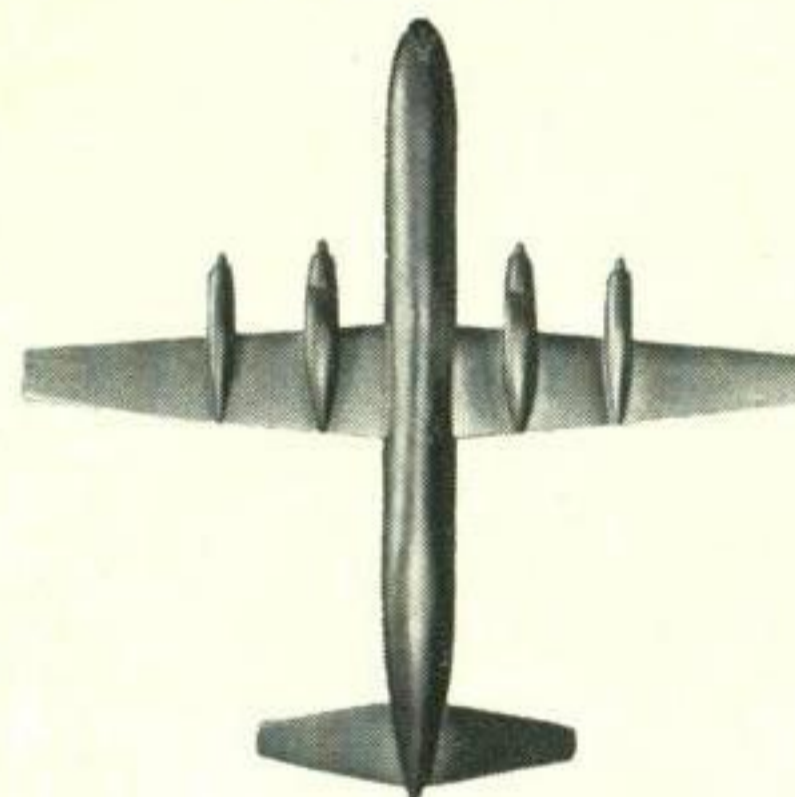


## VANGUARD

(G.B.)

### Airliner

Three different types being built for airline service, further type under development; all turboprop powered. Two-deck fuselage—top for up to 139 passengers, bottom for freight.



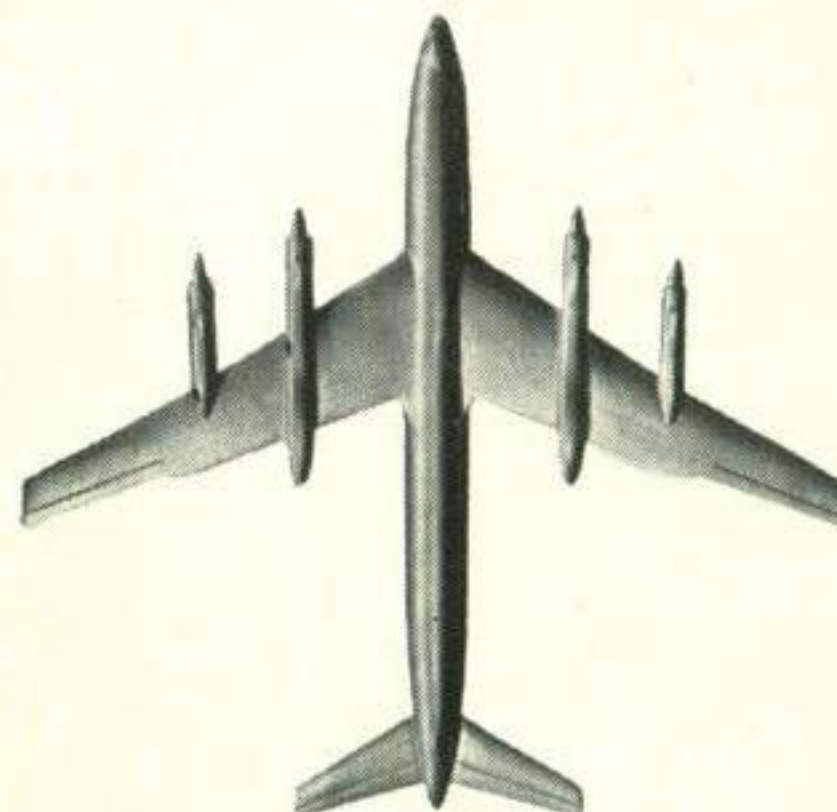
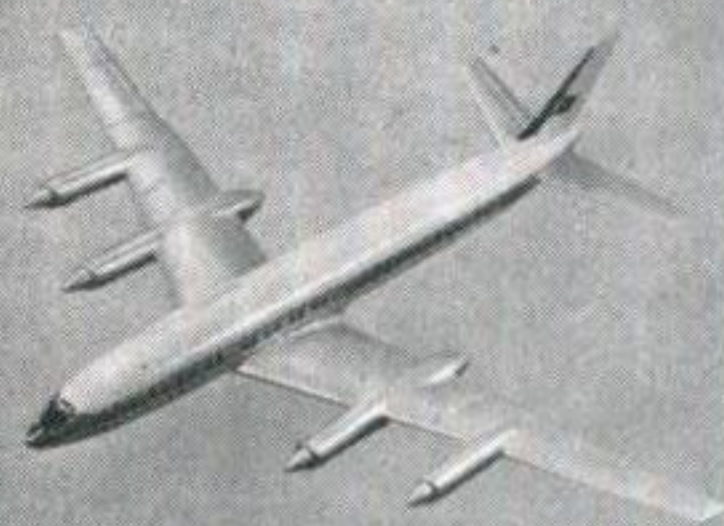
Span: 118 feet



## CLEAT (ROSSIYA TU-114)

### Long-Range Airliner (U.S.S.R.)

Can accommodate over 200 passengers or fly over 9,000 miles. Civil version of "BEAR" bomber. Turboprop engines with eight-bladed propellers of 18 feet diameter. Maximum gross weight over 400,000 lb.



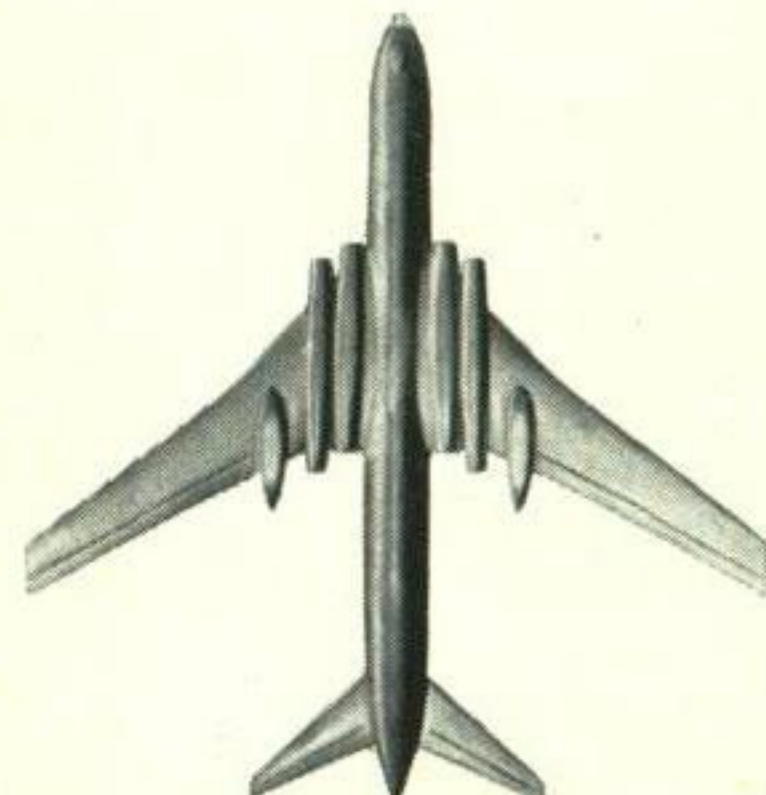
Span: 177 feet



## COOKER (TU-110)

(U.S.S.R.) Airliner

Development of twin jet TU-104 (CAMEL) with longer fuselage and greater wing span. CAMEL was civil development of BADGER bomber. Maximum range over 2,000 miles.



Span: 123 feet



# CESSNA U-3A

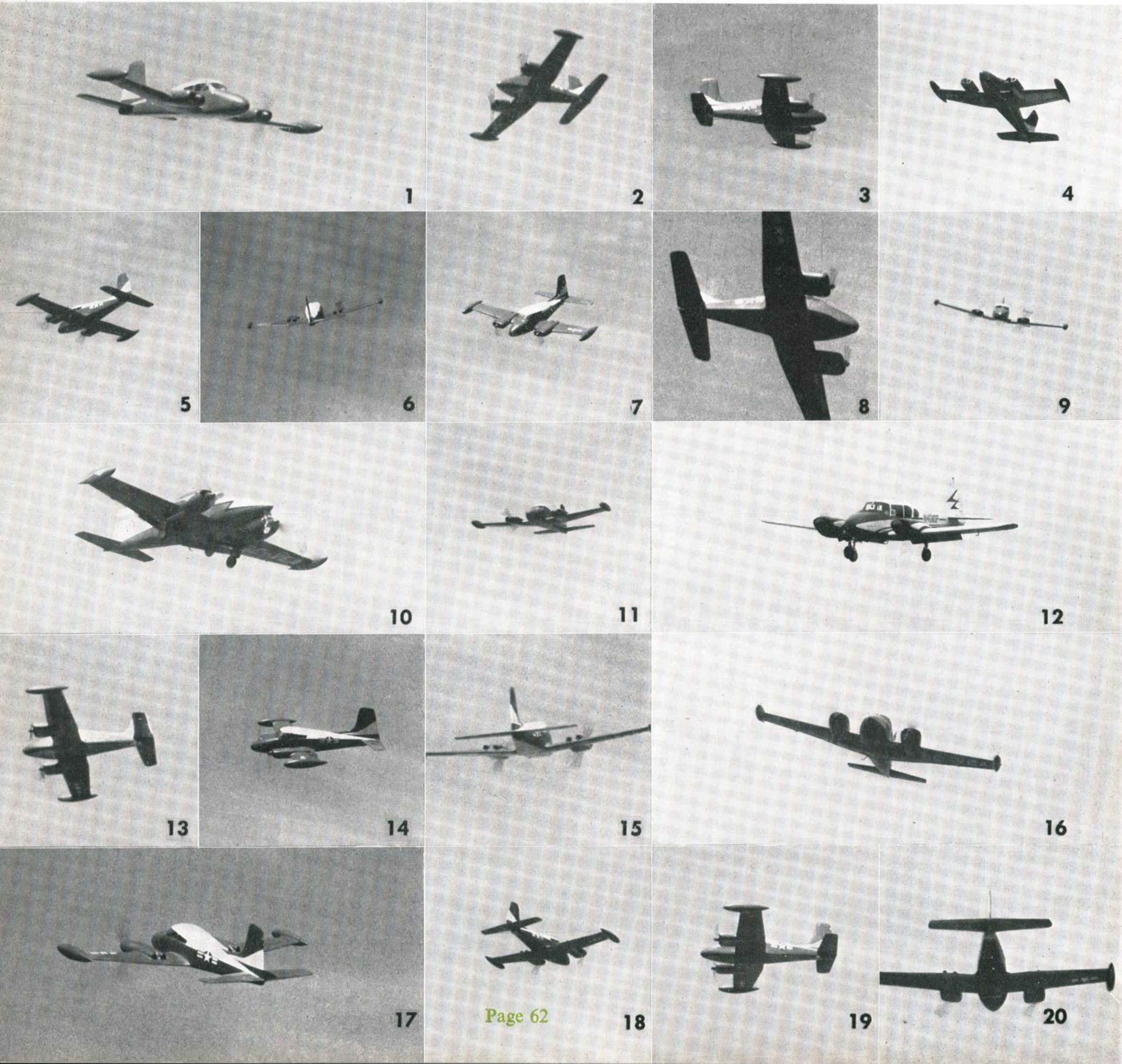
(Military Liaison and Light Transport Aircraft)

THE CESSNA U-3A is a five-seat twin-engined monoplane in U.S.A.F. service, and is a military variant of the civil Model 310. Prominent amongst its features are tip-tanks and "flat" engines. However, don't rely on such individual features, get to know the aircraft as a whole character and learn to name it by identifying it amongst the targets set out below. For full instructions on lesson procedure see page 59.

Wing Span 36 feet

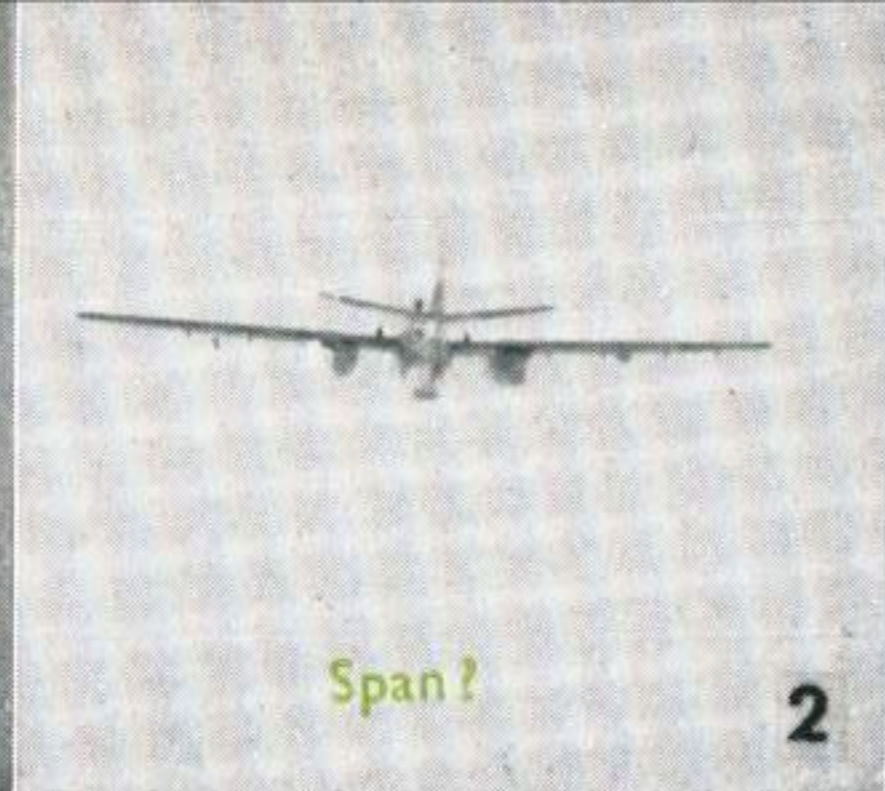


CESSNA U-3A (originally L-27A)





1



Span?

2



3



Span?

4



5



6



Wing Span 70 feet

7



8

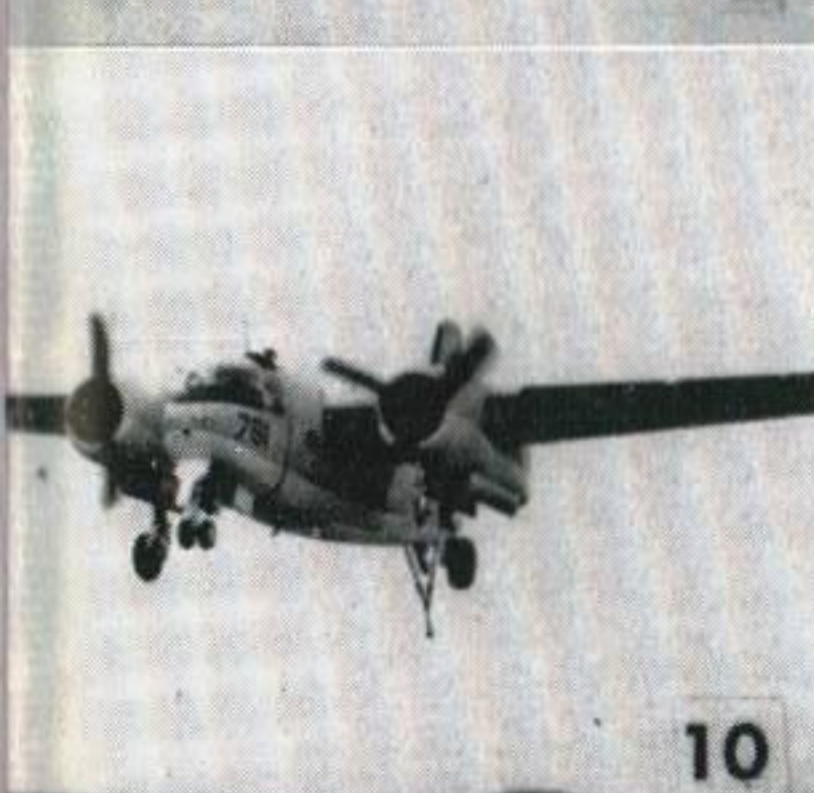


Wing Span 70 feet



Wing Span 70 feet

9



10

# Tracking the Tracker

Grasp the pencil firmly in the right hand and make a list of numbers (1 to 28) and then identify all the S2F-1 Trackers and write out that name all the way down the list before checking with the solutions on the cover. If you need to know the span, write that out each time too.

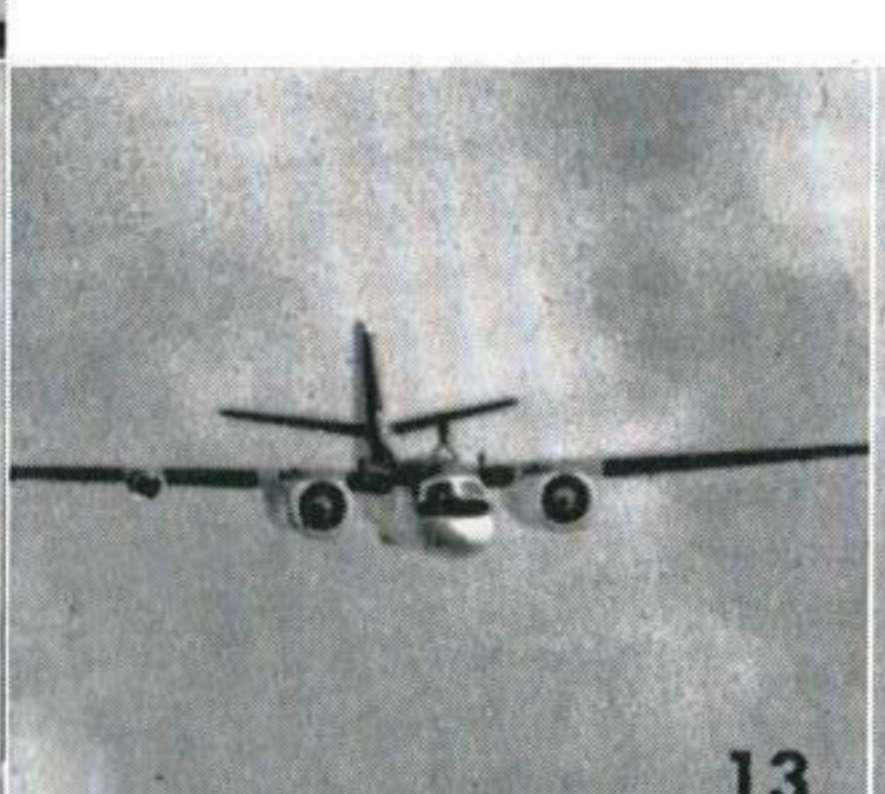
Watch out for jokers!



11



12



13

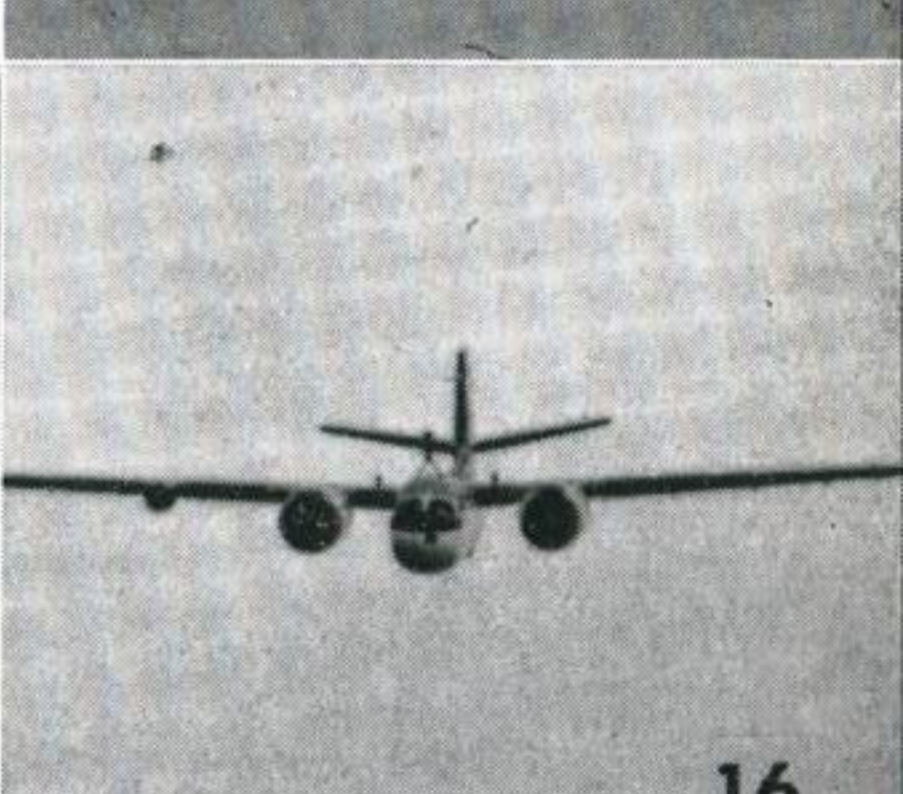


14



Span?

15



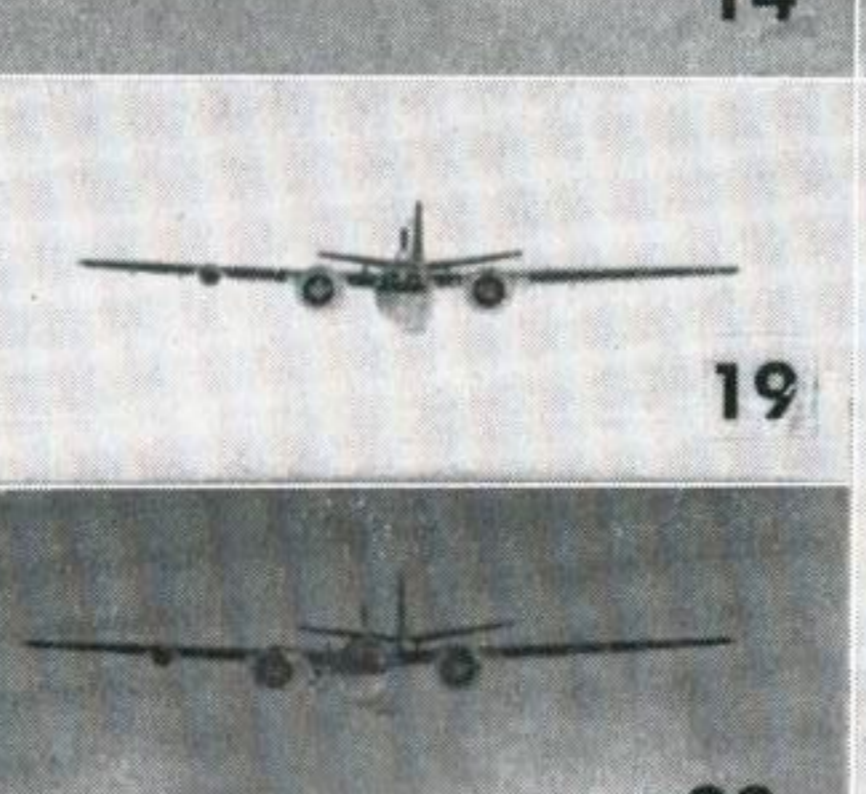
16



17



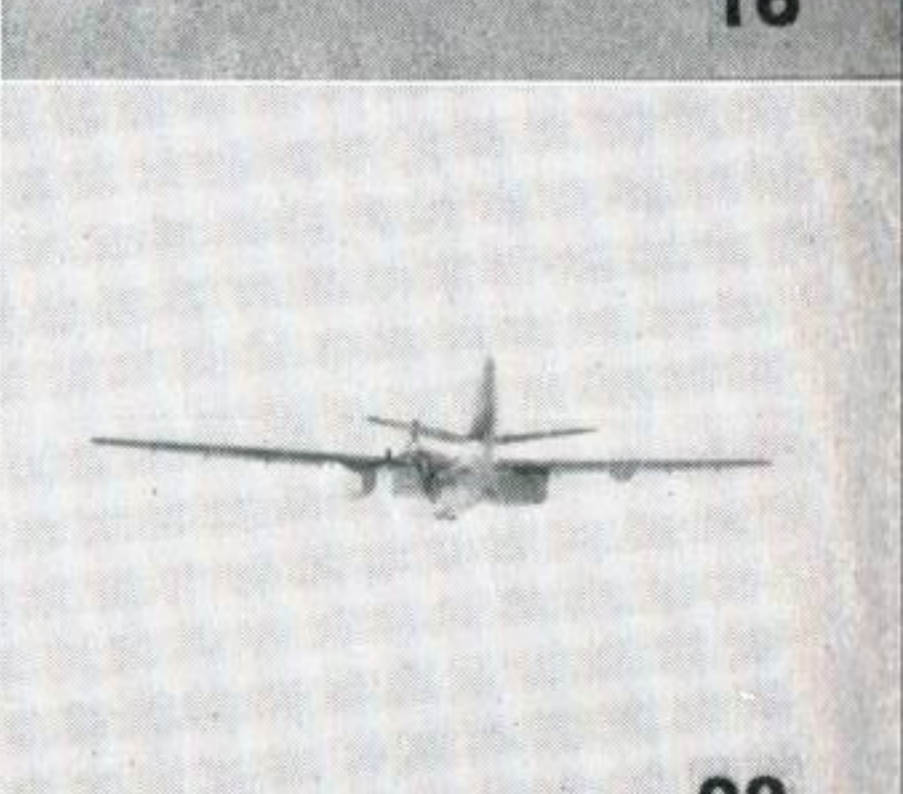
18



19

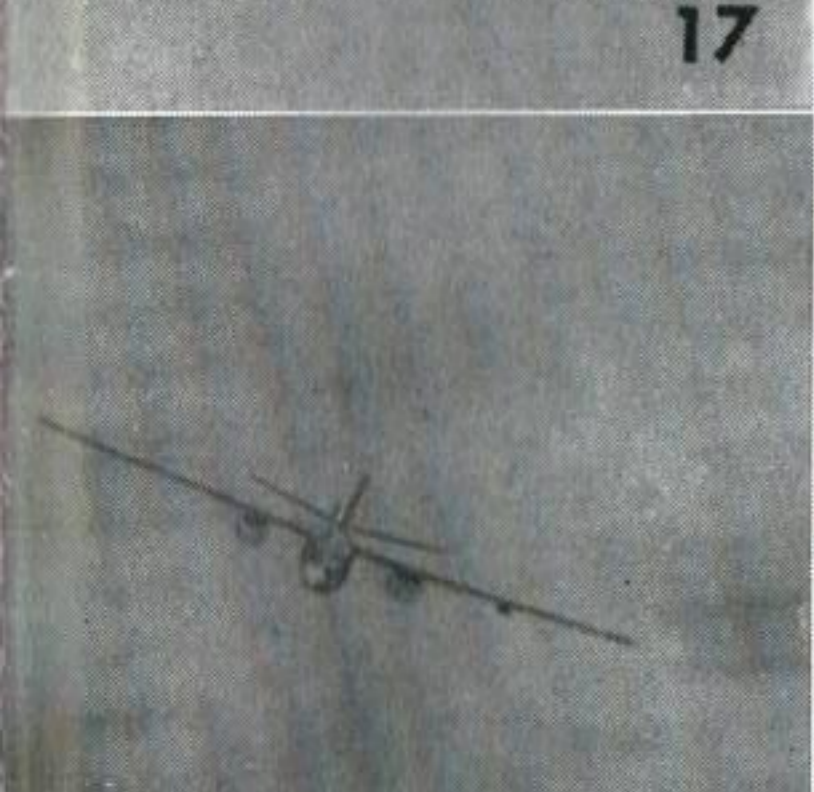


20



21

22



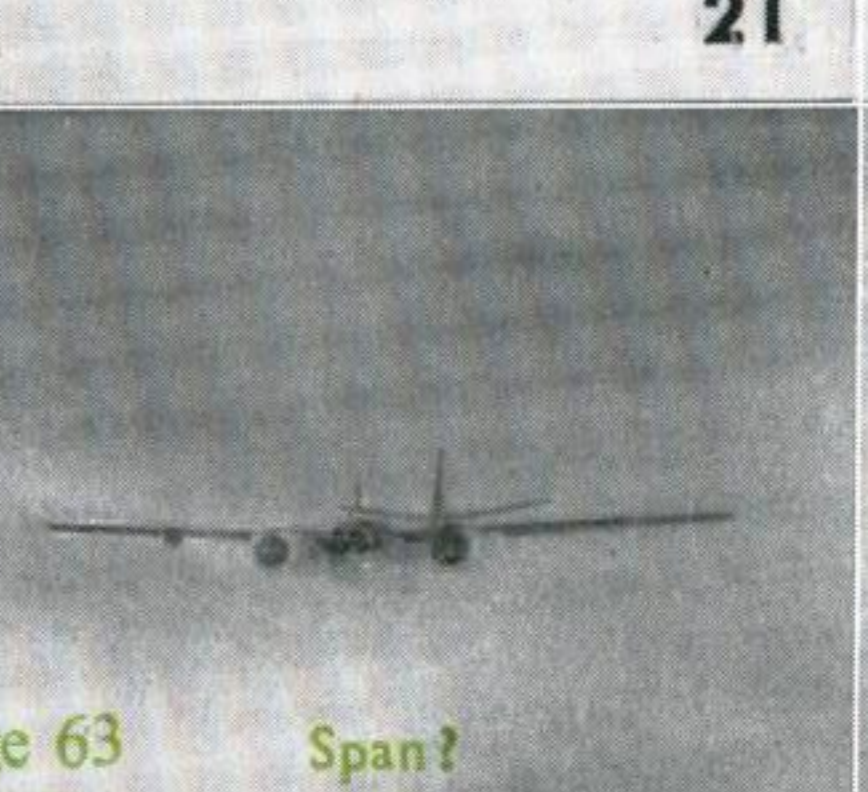
23



24



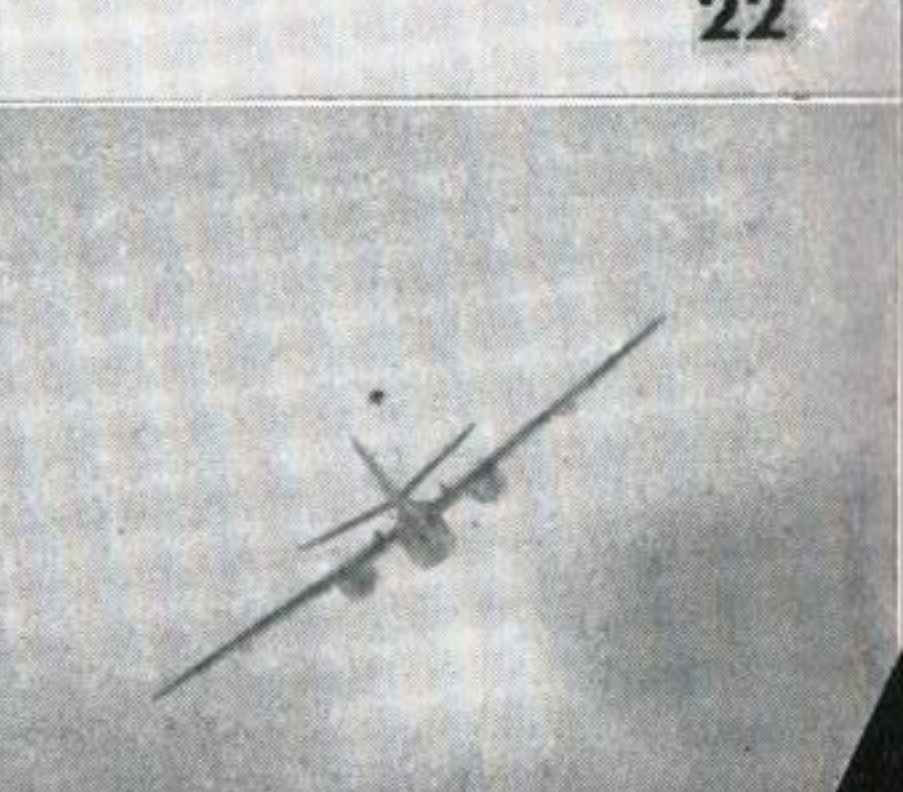
25



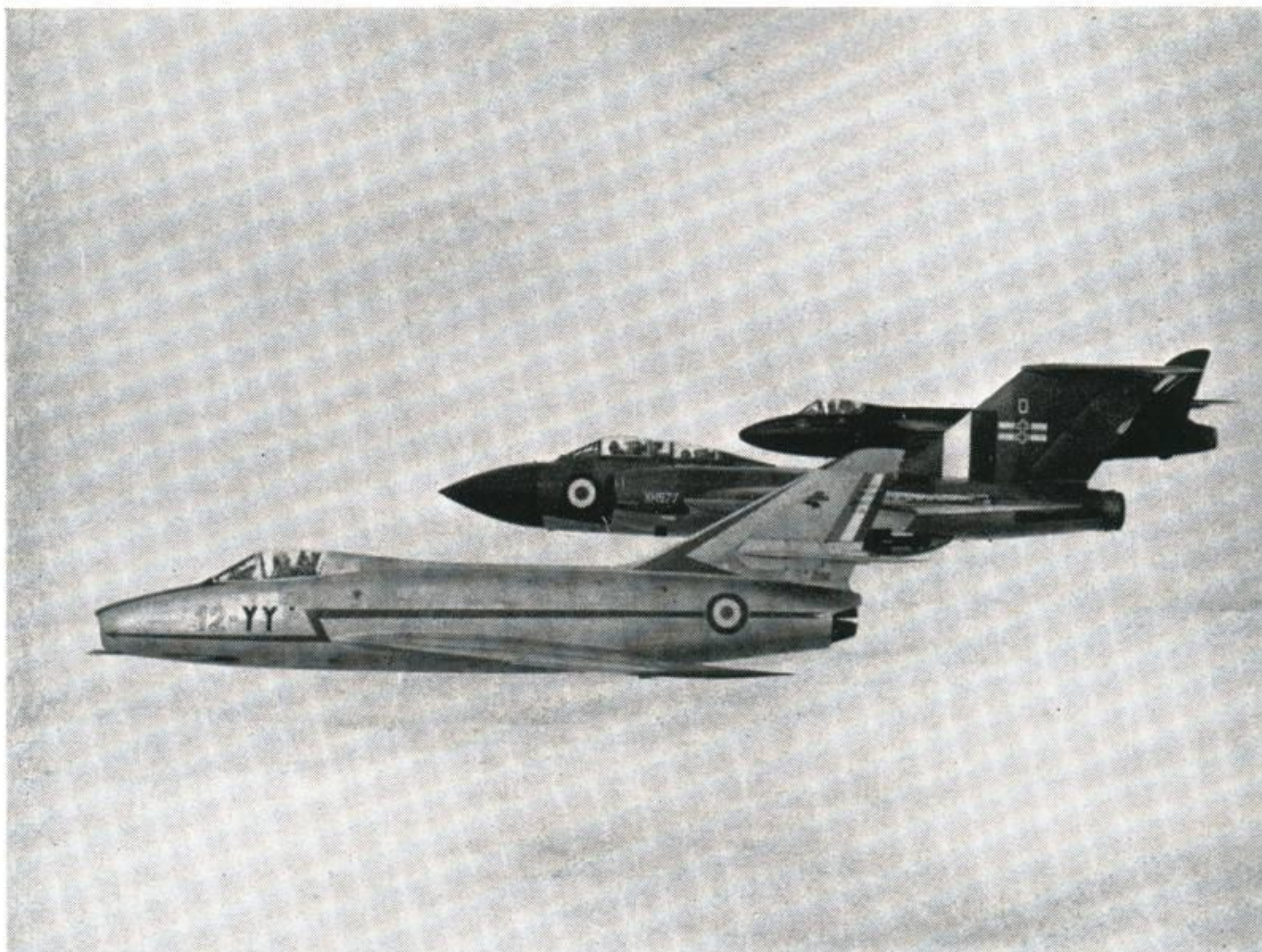
Page 63

Span?

27



28



**Entente Cordiale:** This month's cover picture was taken whilst No. 12 Wing of the French Air Force were guests of the R.A.F. at Wattisham during the course of President de Gaulle's recent stay in England. Reading from left to right: Super Mystère, Javelin, Hunter. Another aspect of this entente is shown below.

Page 62

**CESSNA U-3A**

All targets are Cessna U-3A except Nos. 10 and 16, which are Cessna Model 310C, and No. 12, which is a PA-23 Apache.

Page 52

**SUPER MYSTÈRE**

All targets are Super Mystère except No. 25 which is a Mystère 4A.

Page 63

**TRACKING THE TRACKER**

All targets are "Tracker" except No. 18 which is an "Invader."

**SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION**

Page 58

**CAT**

All the targets are CAT except No. 22 which is a CARGOMASTER.

Page 54

**FIAT G-91**

All targets are Fiat G-91 except No. 6, which is a Sabre F-86E, and No. 17, which is a Sabre F-86D. Note: targets 1, 5, 9, 11, 13 and 22 are Fiat G-91R; targets 2, 4, 16, 18, 19, 21, 23 and 26 are Fiat G-91T.

Page 50

**DELTA SKELTER**

- |                         |                         |                         |
|-------------------------|-------------------------|-------------------------|
| 1. Delta Dart F-106A    | 18. Fishbed "A"         | 35. Skyray F4D-I        |
| 2. Fishpot              | 19. Mirage 3            | 36. Skyray F4D-I        |
| 3. Skyhawk A4D-2        | 20. Draken J-35         | 37. Hustler B-58        |
| 4. Delta Dagger F-102A  | 21. Delta Dart F-106A   | 38. Javelin FAW-4       |
| 5. Javelin FAW-4        | 22. Fishpot             | 39. Mirage 3            |
| 6. Draken J-35          | 23. Skyhawk A4D-I       | 40. Draken J-35         |
| 7. Mirage 3             | 24. Delta Dagger F-102A | 41. Hustler B-58        |
| 8. Fishbed "A"          | 25. Javelin FAW-4       | 42. Fishbed "A"         |
| 9. Hustler B-58         | 26. Fishpot             | 43. Skyhawk A4D-I       |
| 10. Skyray F4D-I        | 27. Skyhawk A4D-I       | 44. Delta Dagger F-102A |
| 11. Delta Dart F-106A   | 28. Delta Dart F-106A   | 45. Skyray F4D-I        |
| 12. Skyhawk A4D-I       | 29. Delta Dagger F-102A | 46. Delta Dart F-106A   |
| 13. Fishpot             | 30. Javelin FAW-4       | 47. Mirage 3            |
| 14. Javelin FAW-4       | 31. Draken J-35         | 48. Fishbed "A"         |
| 15. Delta Dagger F-102A | 32. Mirage 3            | 49. Skyray F4D-I        |
| 16. Skyray F4D-I        | 33. Fishbed "A"         | 50. Fishpot             |
| 17. Hustler B-58        | 34. Hustler B-58        |                         |

