

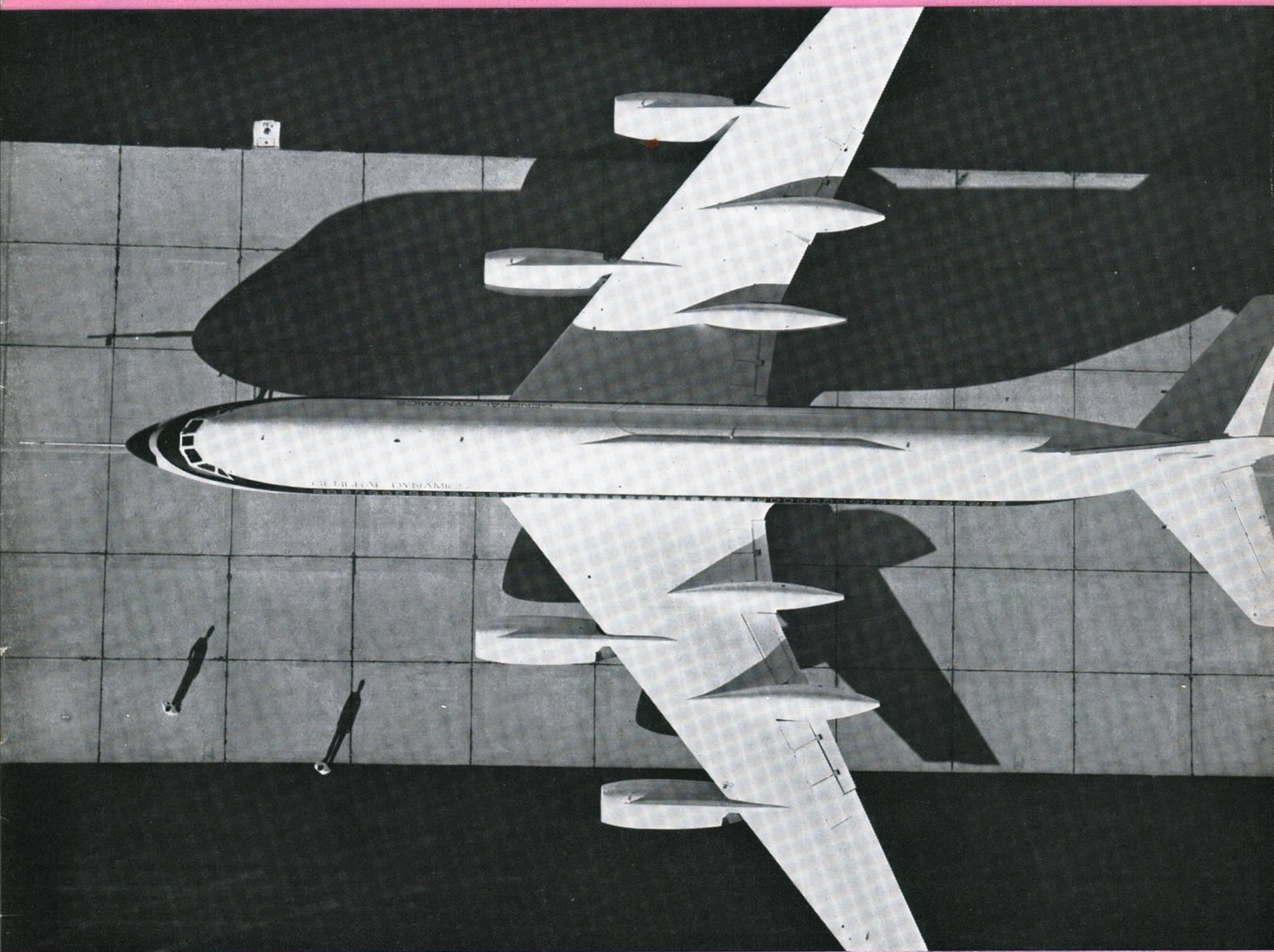
THE ROYAL



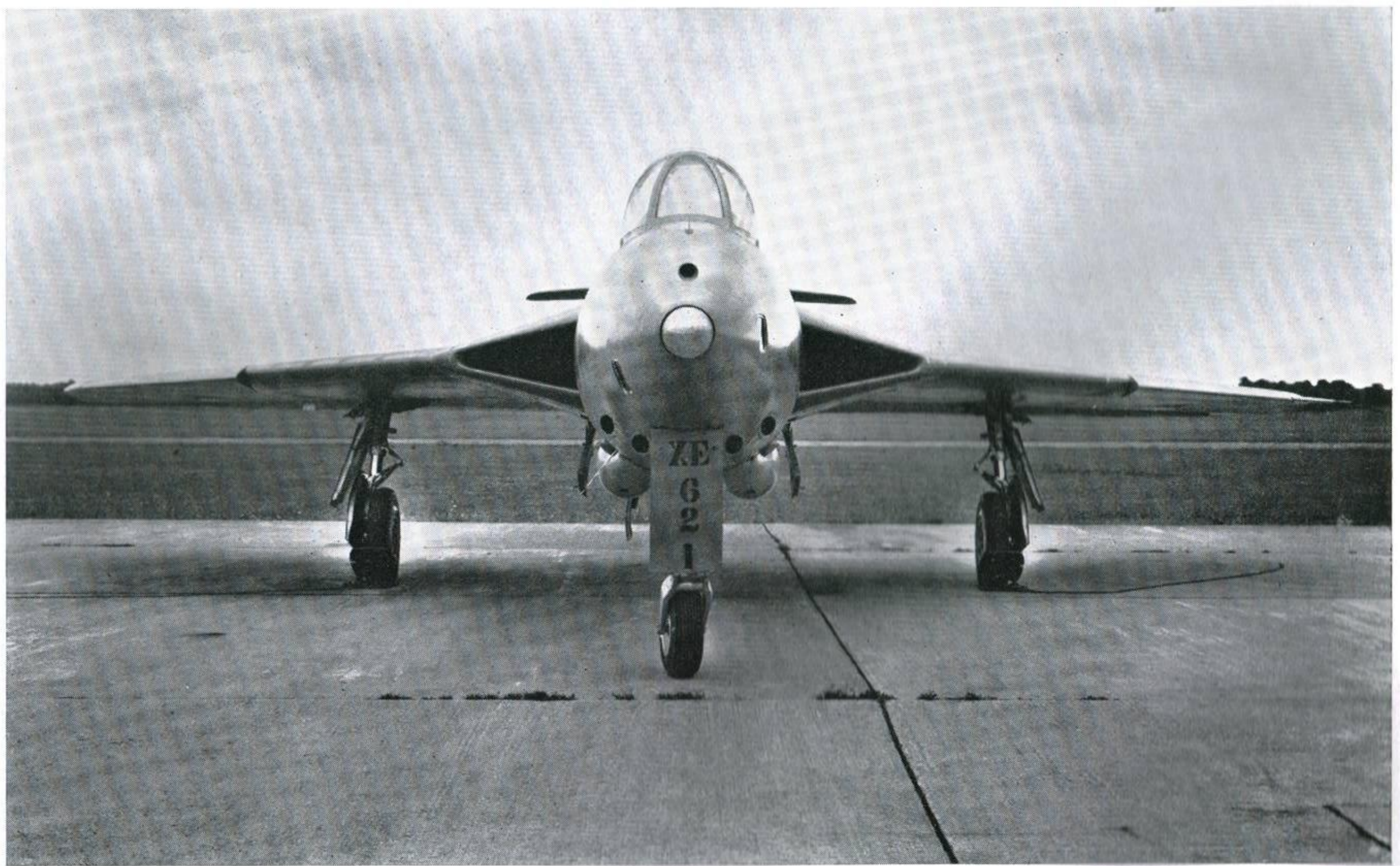
OBSERVER CORPS

# RECOGNITION

*Journal*  
and R.O.C. GAZETTE



Vol. 3 OCTOBER 1961 No. 10



**L**ATEST of the Hunters in R.A.F. service is the F.R.10, resulting from a conversion contract, placed in 1958, for a number of F.6s to be modified as reconnaissance fighters, mounting three cameras forward in the nose. One of the first Hunters to be converted is depicted.



THE ROYAL OBSERVER CORPS

RECOGNITION JOURNAL  
AND R.O.C. GAZETTE

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\*Identification Lessons

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.

# Farnborough and Aircraft Recognition

THERE WAS NO spate of new aircraft types making their debut at the 1961 Display by the Society of British Aircraft Constructors. To many, particularly the enthusiastic spotters, this was a disappointing aspect of the show. However, this was to a large extent made up by the promise of Royal Air Force and Royal Navy participation on a larger scale than in previous years, but unfortunately the weather curtailed flying programmes on some days.

For those compelled to learn aircraft identification, Farnborough provoked no startling new types for *Journal* lessons. In fact only the H.P.115 and the products of the newly-formed Beagle Company were strange to Farnborough. The Handley Page H.P.115 is purely a research aircraft and of such an unconventional appearance that it presents no identification problem. This is not so with the Beagles which, competing in the large field of executive and touring aircraft, have much in common with the products of their American competitors, Cessna, Beechcraft and Piper. A primary reason for this is the proven American light engines, Lycomings and Continentals, which are common features to the American types mentioned and the new Beagles. One Beagle has been designed for military use, the Beagle-Auster A.O.P. Mk. 11 which may well supersede the present Auster A.O.P. Mk. 9. It is illustrated here.

A breath of the past was presented by an Avro Lincoln in the static park. This aircraft, now used for de-icing research recalled the difficult days of recognition training when even the description—"a four-engined mid-wing monoplane with twin tail-fins"—would have needed

further qualification to distinguish it apart from several other types. The fallibility of the old, ponderous memorising method was evident in the modern trend where twin-engined aircraft such as the Lightning and Javelin have the basic configuration of a single-engined type, and auxiliary fuel tanks on a Comet are far more conspicuous than its four engines neatly faired into the wings.

Perhaps the only disturbing factor, from the recognition point of view, was presented by the Gnat with its array of underwing stores, rockets, bombs and fuel tanks, that could be fitted in various combinations. Inevitably the carriage of such stores adds difficulties to identification.

The attractive colour scheme bestowed upon the civilian aircraft exhibited made a colourful display and the white Victor with roundels in pastel shades instead of national colours and the big black Lincoln with a large white provisional registration provided the extremes of contrast, while the trainer types, daubed with dayglo paint, became literally the most outstanding types. It was a fine array.





**Span 149 feet**

### Provence/Sahara

**T**HIS large hump-tailed Breguet, resulting from a design dating back to 1944, has proved a reliable freighter. Twelve are in service with Air France as the Provence and a few are used by the French Air Force as the Sahara; the latter have provision for wing-tip fuel tanks.

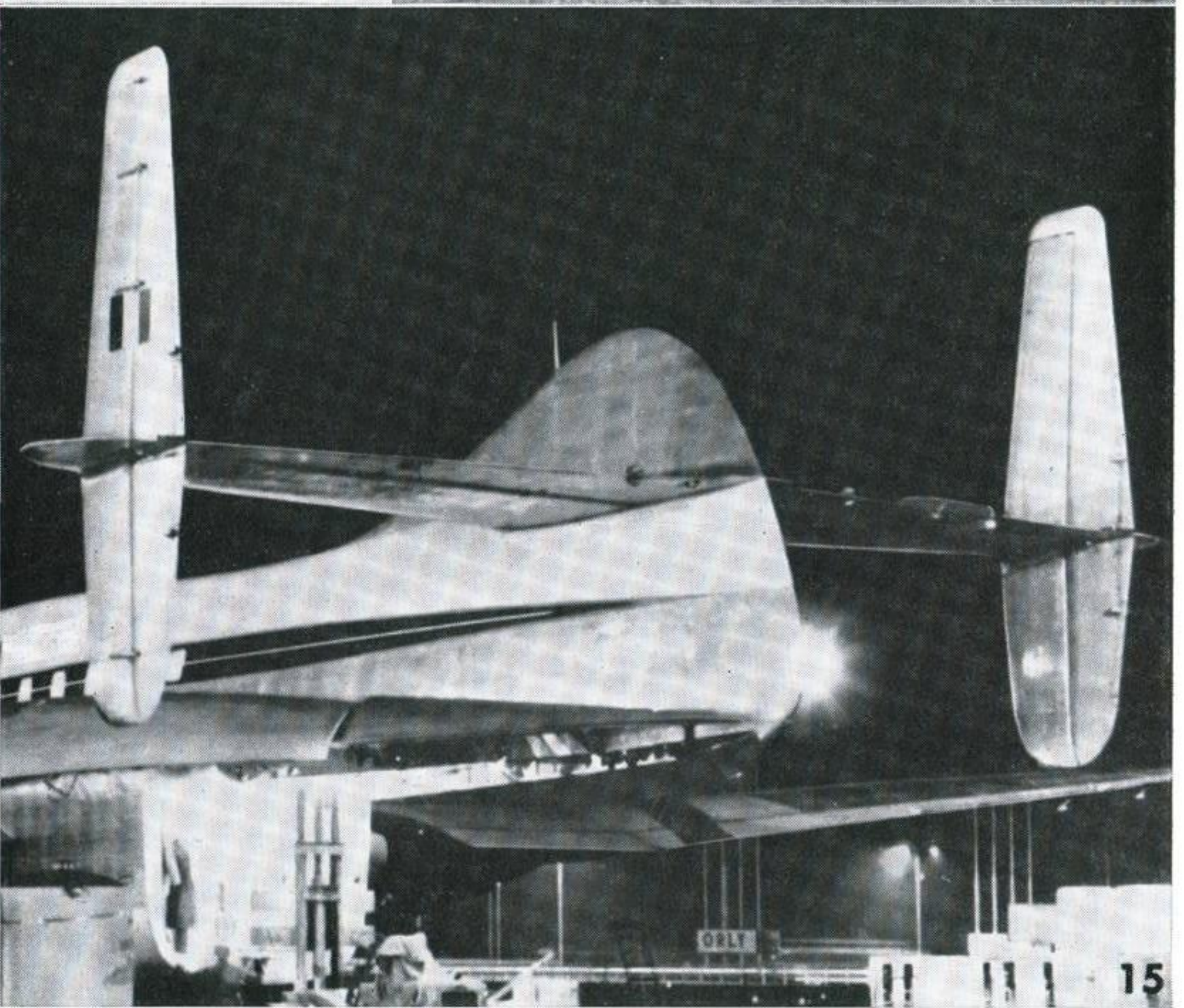
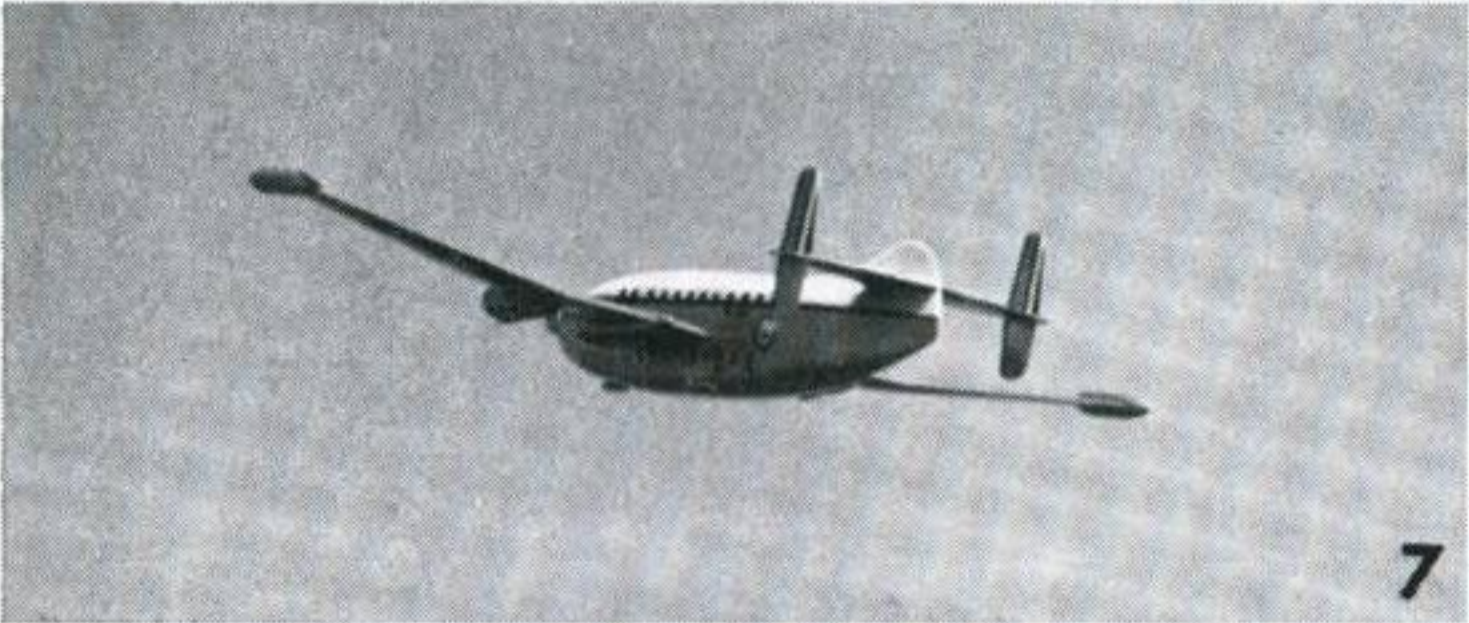
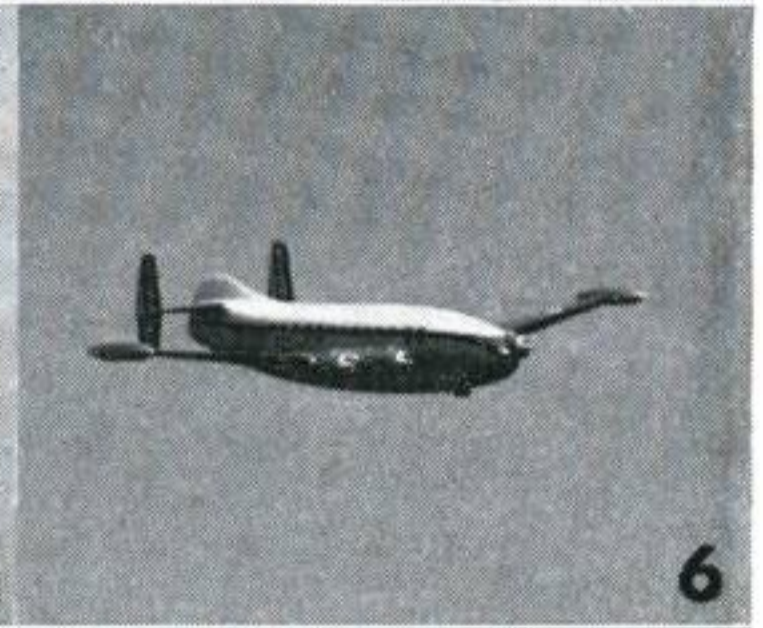
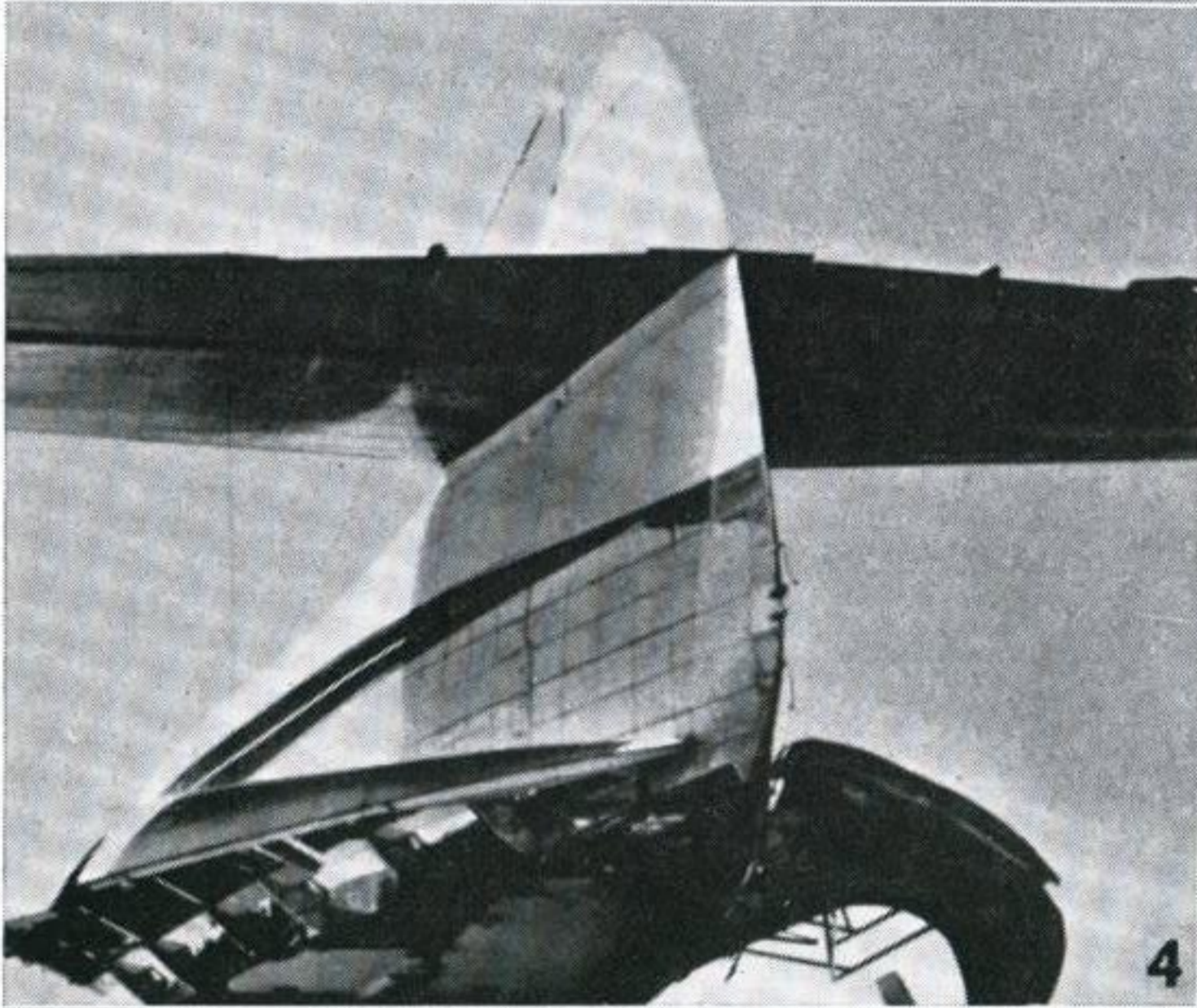
A two-deck fuselage conditions the two rows of windows; 59 passengers can be seated on the upper deck and 48 on the lower—quite a bus. Alternatively, the lower deck can be fitted for freight or vehicle carrying, facilitated by either a hinged rear fuselage (Target No. 4) or a detachable section of the fuselage as shown in the note opposite. It can take up to a 14-ton tank.

Do not be confused by the type-numbers and other names associated with this aircraft. It is the Breguet Type 76 and sub-variants, which, instead of being 76A, 76B, 76C, etc., are 761, 762, 763, etc. The 763 called the Deux-Ponts by the firm, was named Provence by Air France the main users. The Type 76 with military fittings, Type 765, was named Sahara by the French Air Force.

For the Provence and Sahara aircraft shown here, the answer Sahara is sufficient, but beware of jokers.

**Targets start here ▼**

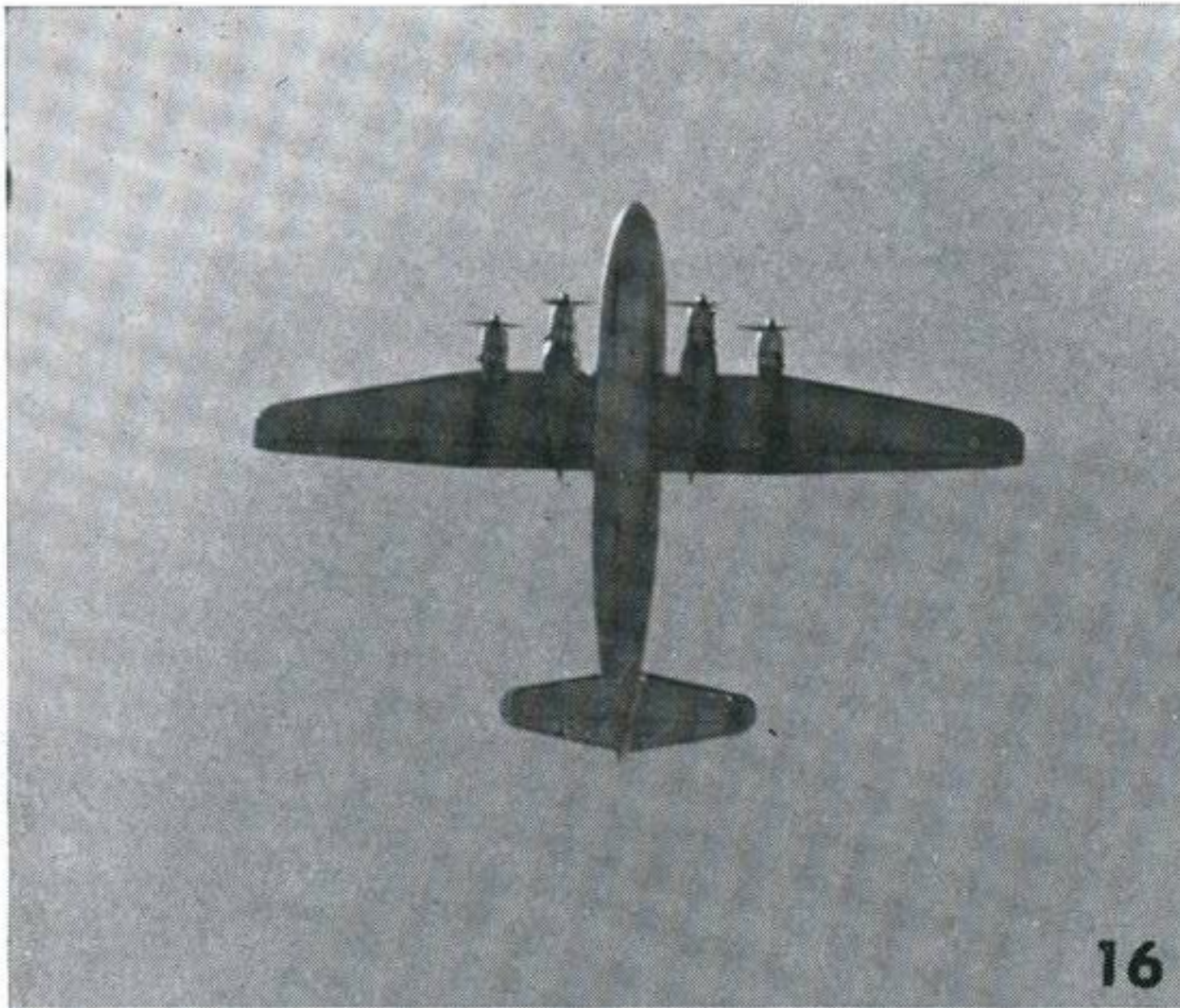




Note detachable portion of rear fuselage



Solutions are on the cover.



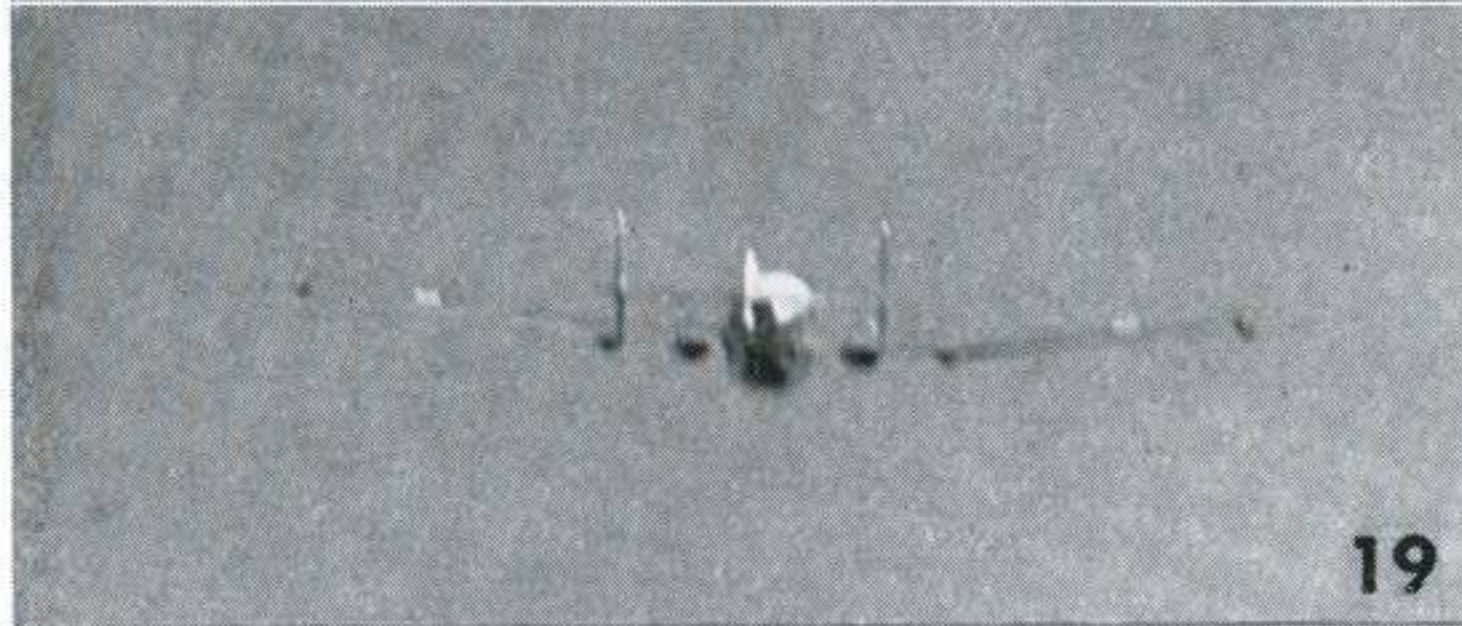
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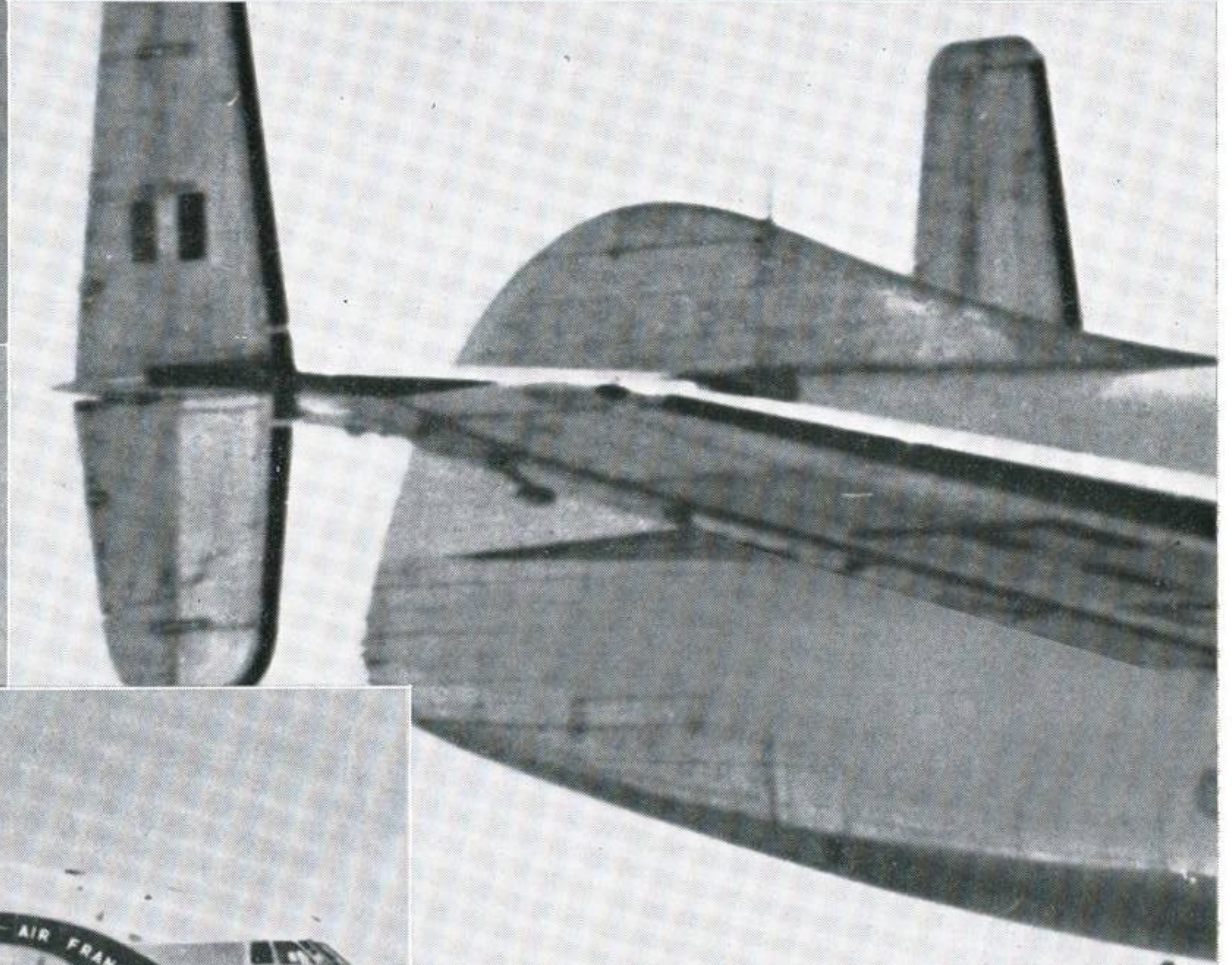
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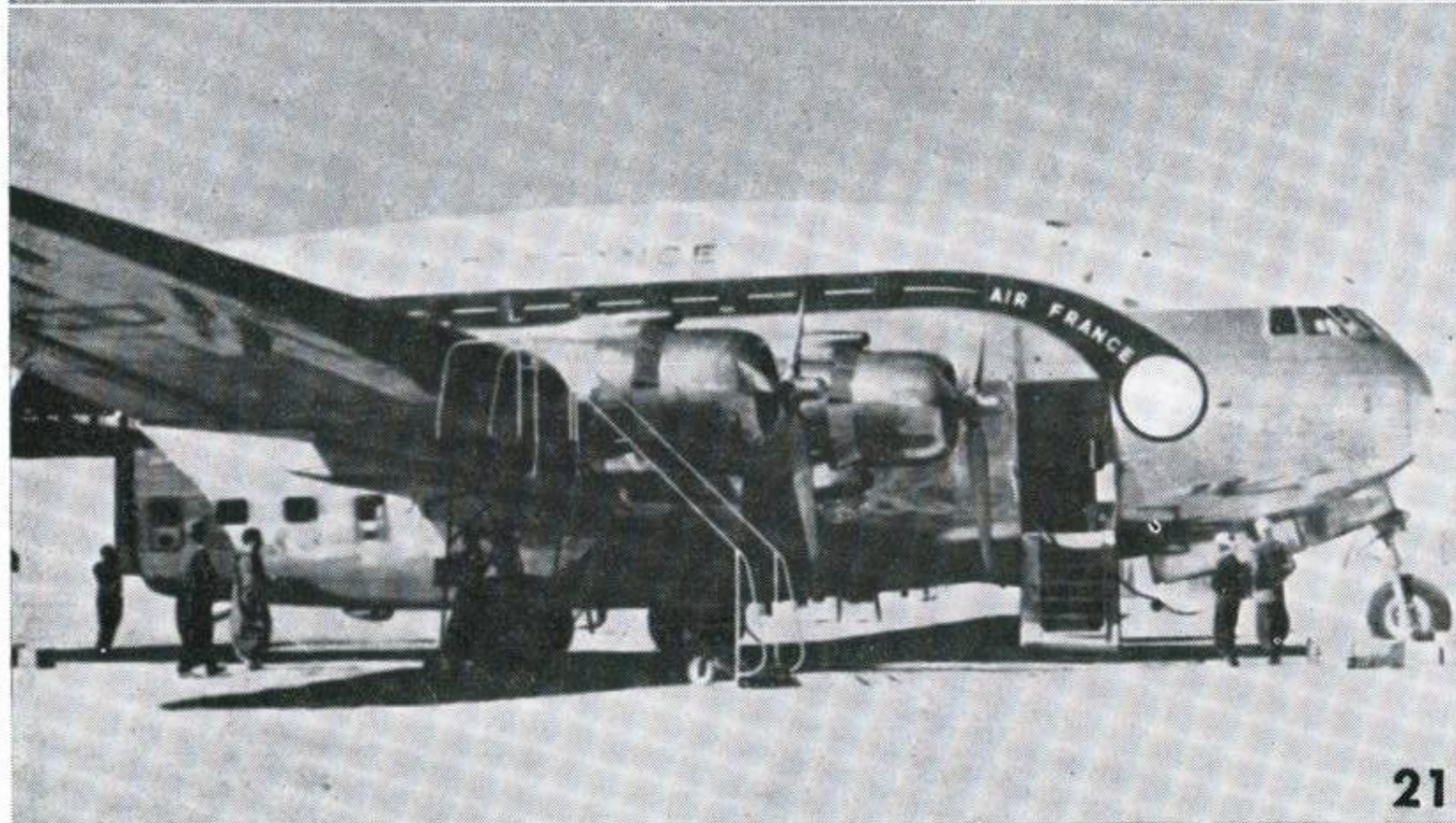
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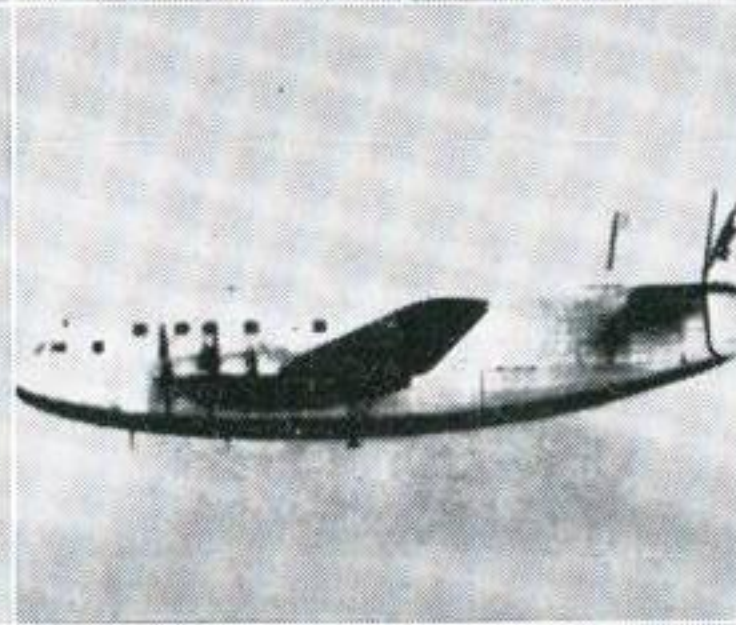
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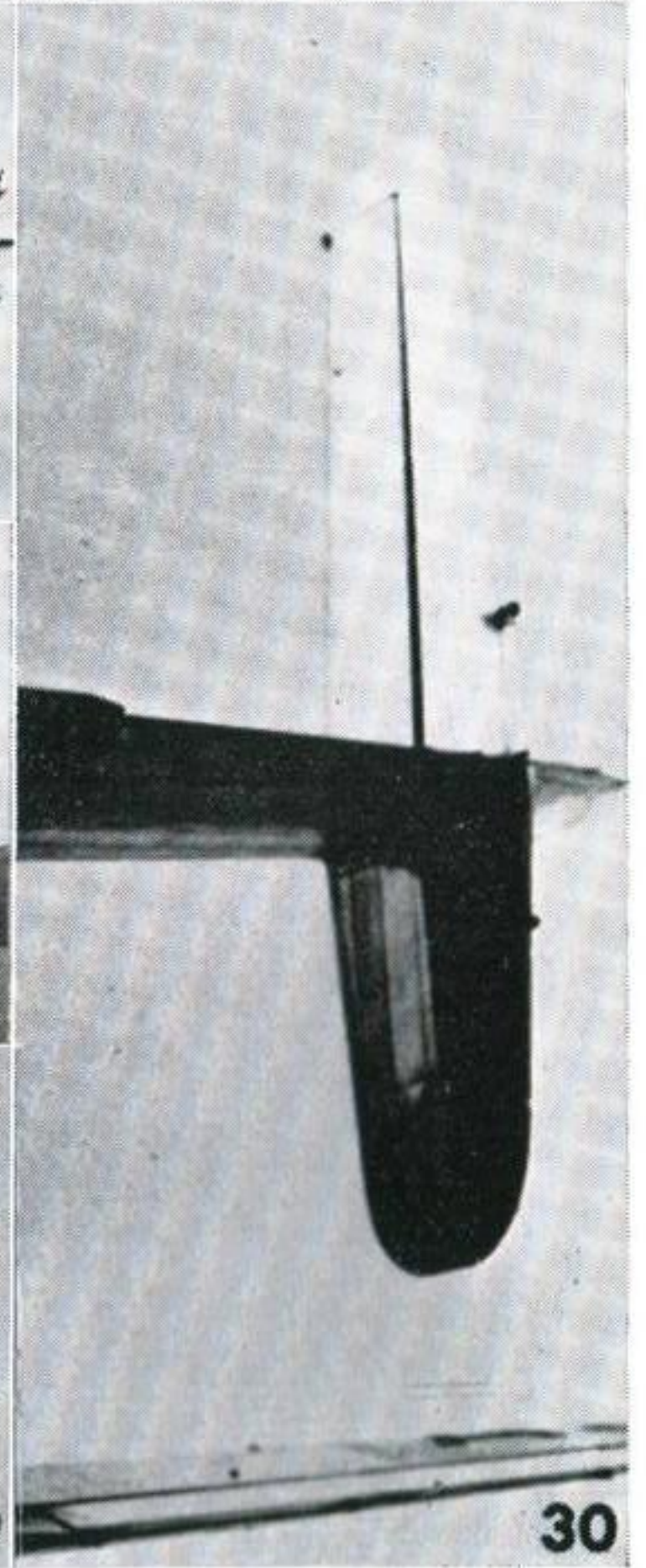
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30



28



29



# U.S. Naval Aviation

To commemorate the inauguration of Naval aviation in 1911 by the purchase of two Curtiss and a Wright aircraft, the U.S. Navy staged this impressive parade with the carriers U.S.S. *Intrepid* (top), U.S.S. *Saratoga* (middle) and U.S.S. *Independence* (bottom)....



CRUSADER



SKYRAIDER



SKYHAWK



TRACER



DEMON



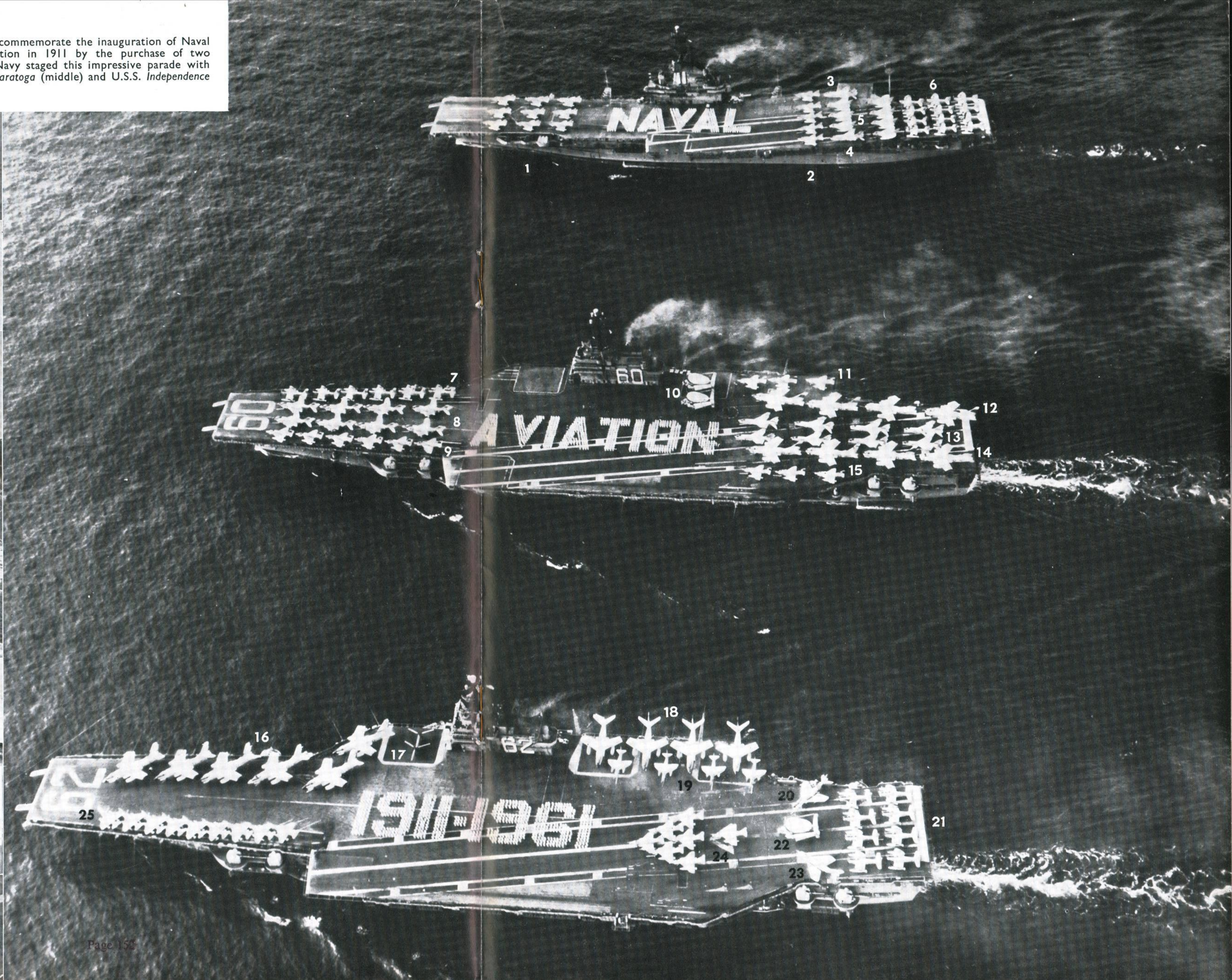
SKYWARRIOR



RETRIEVER

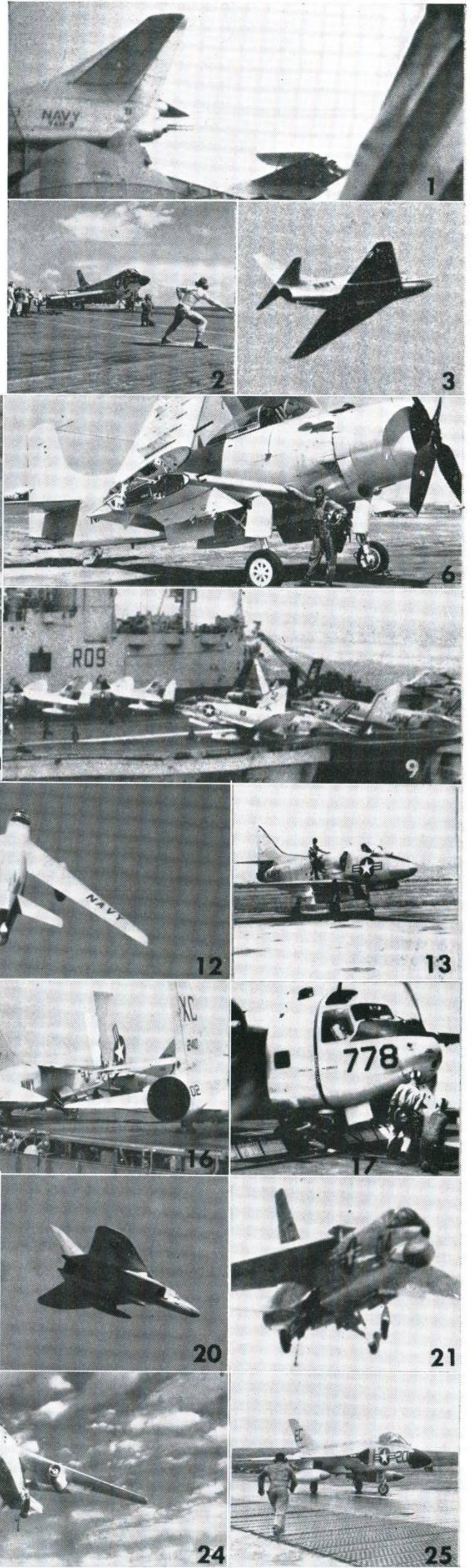


SKYRAY



### U.S. Naval Aviation (continued)

... Now comes the lesson! Write down the numbers 1 to 55 from this page, and using the key pictures on page 152 as a guide, together with your previous experience from lessons in the *Journal*, write down the name of each aircraft as it is identified. Then, to test yourself, turn back one page and identify by type the aircraft ranged on the decks of the aircraft carriers, jotting down not only the type name, but the number there are of that type in that section. If you do these two pages properly, the test should be pretty easy.





# informal BRIEFS on the Paris show



Largest of the aircraft displayed was the Russian TU-114 (Cleat) airliner.



Contrasting with the giants—the Nord 3400 army observation airplane.



Nord S.S.11 missiles mounted on a French Char AMX-13 tank.



An unfamiliar view, posture and place to find a U.S. Navy S2F-3 Tracker.



The French Étendard IV P, a version of the IV M with a nose-probe and camera pack.



Still going strong! This Spitfire came from Belgium where it appears in the civil register as 00-ARC.



A D.H. (Canada) U-1A Otter of the U.S. Army. The notice says you can buy Otters at \$80,000 apiece.



Bedecked and bedomed, a U.S. Navy WF-2 Tracer from the U.S.S. Forrester.

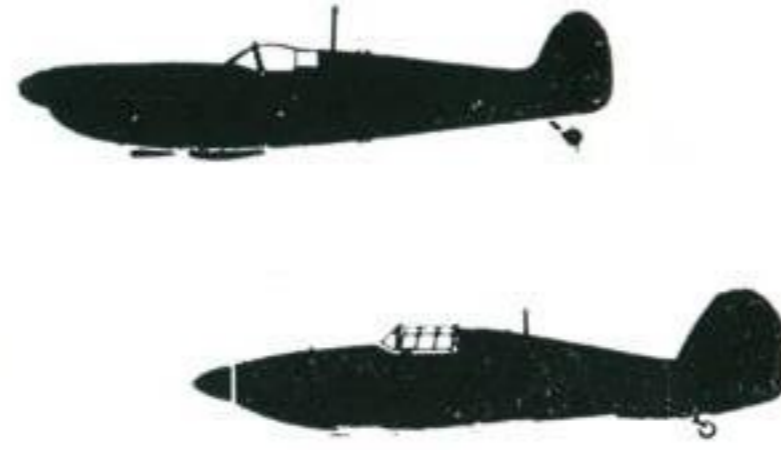


A member of the R.A.F. carrying the national emblem to a national ceremony.



The front of the Tracer shown opposite, with detail markings down to crew names.

# THE 21<sup>st</sup> ANNIVERSARY



September 15th, or the nearest Sunday, is celebrated in Britain as Battle of Britain Day, a day of Thanksgiving for deliverance. There is a good reason for this observance, for the R.A.F. on that day in 1940 delivered their country from the gravest peril it had known since Napoleon massed the Grand Armée at Boulogne.

Drew Middleton—"The Sky Suspended."

I now asked "What other reserves have we?" "There are none," said Air Vice-Marshal Park. In an account which he wrote about it afterwards he said that at this, I looked grave! Well I might.

Winston Churchill—"Their Finest Hour."

... other important contributions were made by the anti-aircraft guns and searchlights, the balloon barrages and last but not least, the Royal Observer Corps who for many years have devoted their leisure without reward to the fortunes of the country.

Lord Dowding—at a Press Conference.



## Why is a ship "She"?

Because there's always a hustle about her; because there's usually a gang of men with her; because she has waists and stays; because it takes a good man to handle her right; because she shows her topsides, hides her bottom and, when coming into port, always heads for the buoys.

*With acknowledgements to someone*



## Lesson Instructions

To obtain the maximum benefit from the identification lessons in the *Journal*, you should carry out carefully the following procedure.

1. Read all the text associated with the lesson. This may contain special lesson instructions and background information on the aircraft, ship or tank concerned.
2. Prepare a list of target numbers. This is important as you need not tackle the targets in numerical order.
3. Identify the target pictures by comparing them with the key-views, starting with the easy ones first so as to gain experience and using targets you have already identified to help you solve the more difficult ones.
4. When certain of the identity of a target, write down its name immediately against the appropriate target number on your prepared list. This is a most important part of the procedure.
5. Lessons should not be hurried or given a time limit. So far as beginners are concerned, it is more important to identify accurately rather than quickly; speedy identification will come with experience.
6. Don't try to memorise.

## In Passing ...



### Bulldog

A Bristol Bulldog, after being grounded for 25 years is flying again. As Britain's front-line fighter of the early 'thirties it equipped nine R.A.F. Squadrons. This picture shows a Mk. II (the first R.A.F. service version) in its heyday.



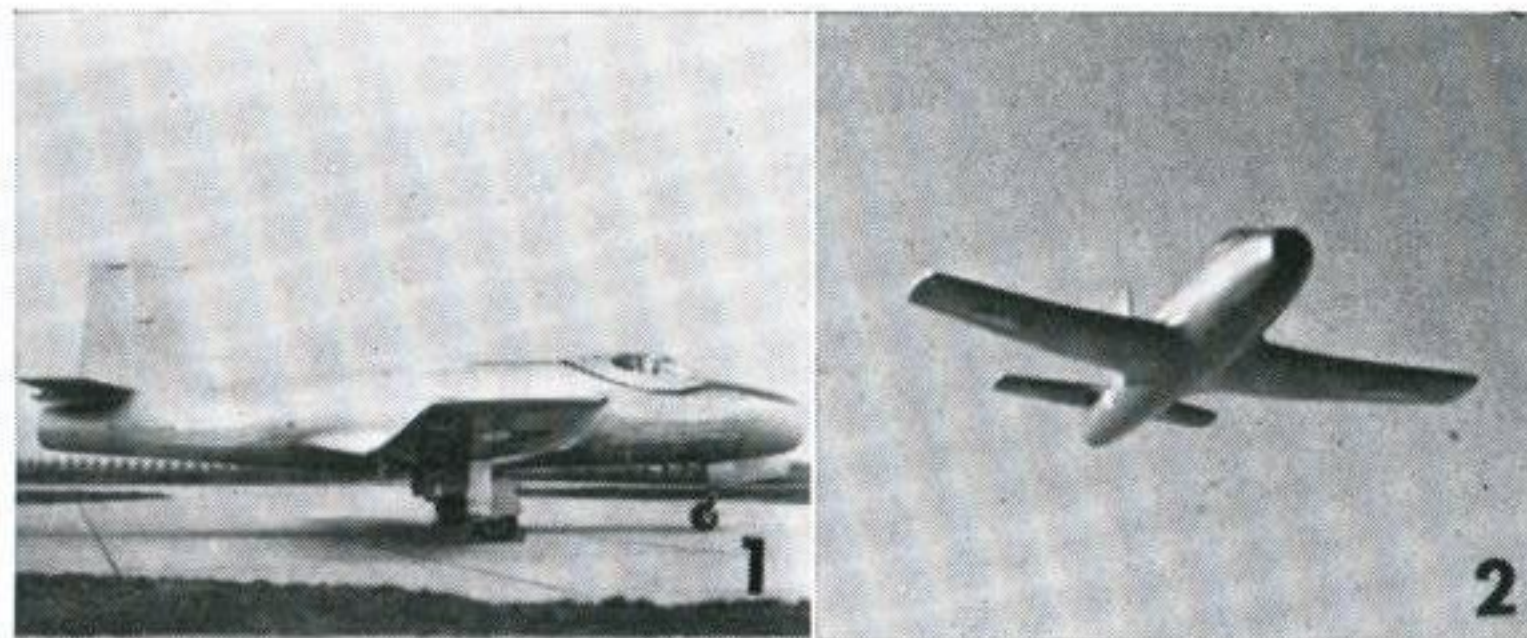
### Sorcery!

Three early warning "flying saucer" aircraft of the U.S. Navy. Top to bottom: The Lockheed WV-2E which was basically a modification to a Super Constellation, the Grumman WF-2 Tracer evolved from the Tracker/Trader which is now in service and the Grumman W2F Hawkeye now in production.



# Fokker S.14

Mach Trainer

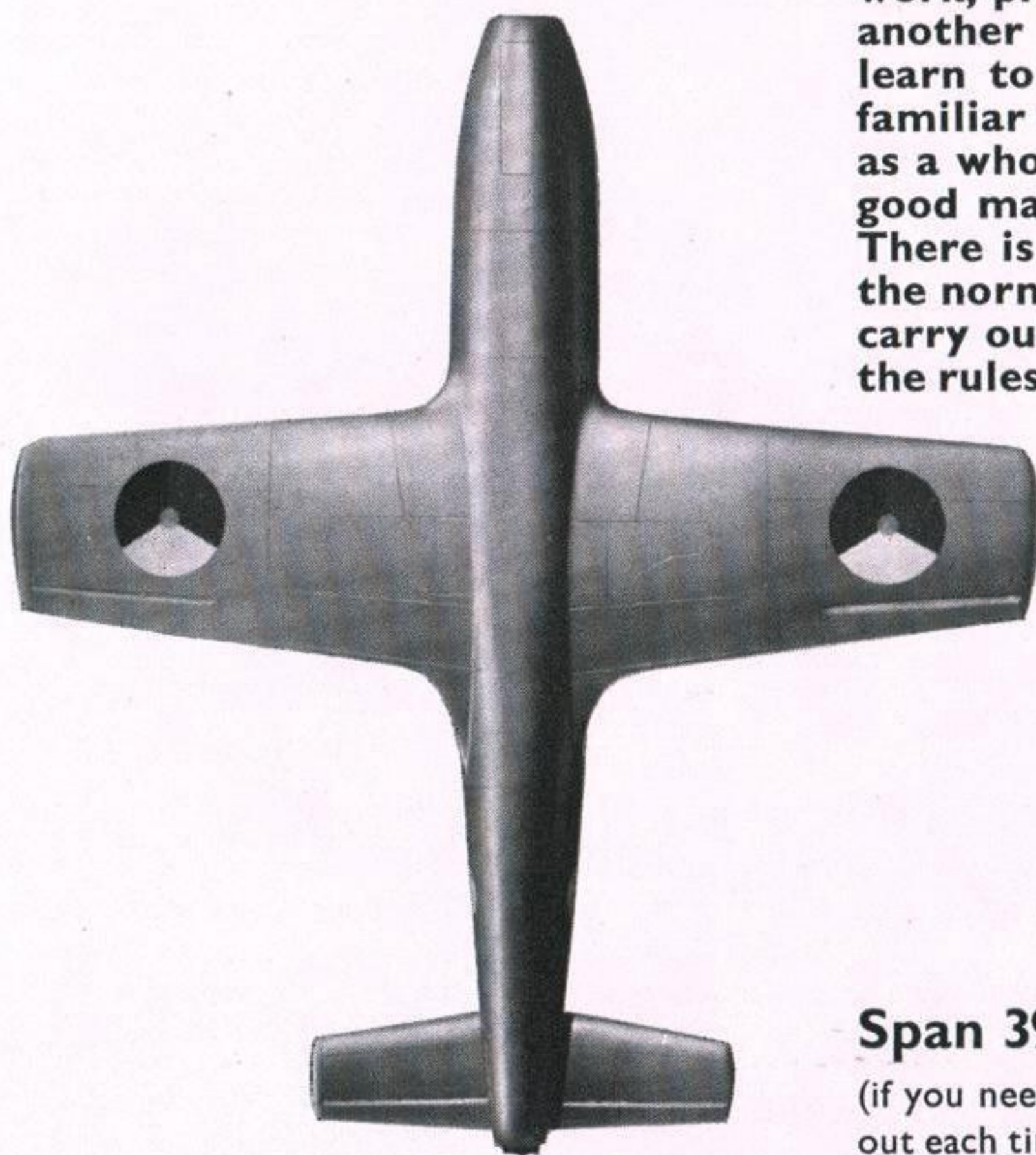


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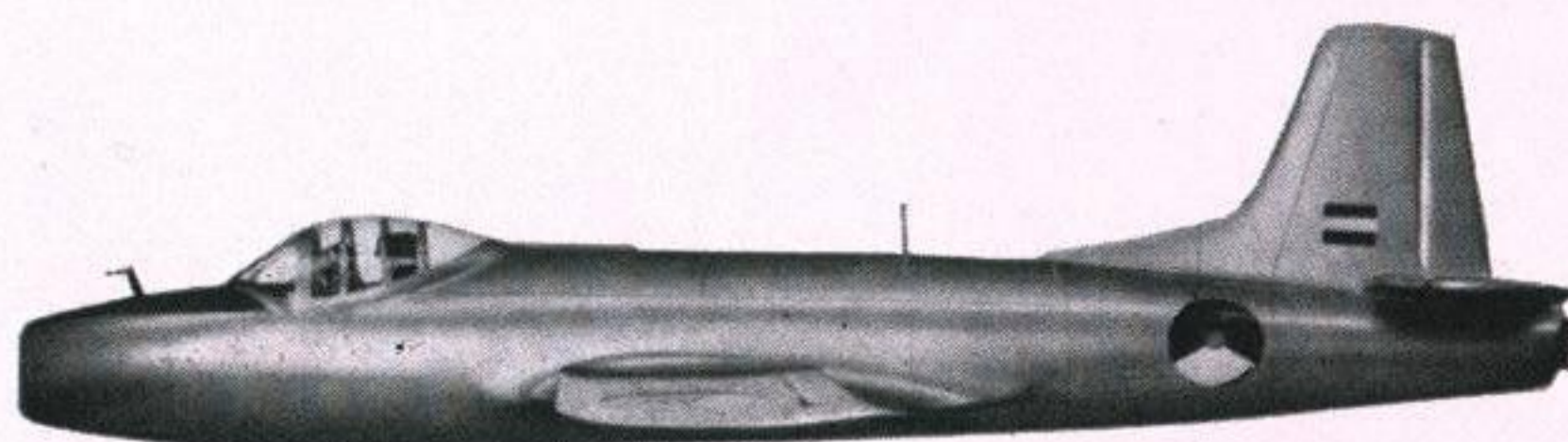
**A** jet-trainer from the famous Dutch aircraft firm of Fokker, the S.14 has been used in limited numbers by the Royal Netherlands Air Force for several years and 50 are now being built in Brazil for the use of the Brazilian Forces.

Side-by-side seating with good "elbow-room" conditions the broad cockpit canopy which, with its distinctive lattice work, provides a distinguishing feature; another is the stubby wing. But to learn to identify the S.14 you must be familiar with *all* its features and know it as a whole character in all its aspects, a good many of which we show you here. There is no need to try to memorise in the normal sense, all you have to do is to carry out this lesson in accordance with the rules which are laid down on page 157.



**Span 39½ feet**

(if you need to know the span of the S.14, write it out each time with your answer on your target list)



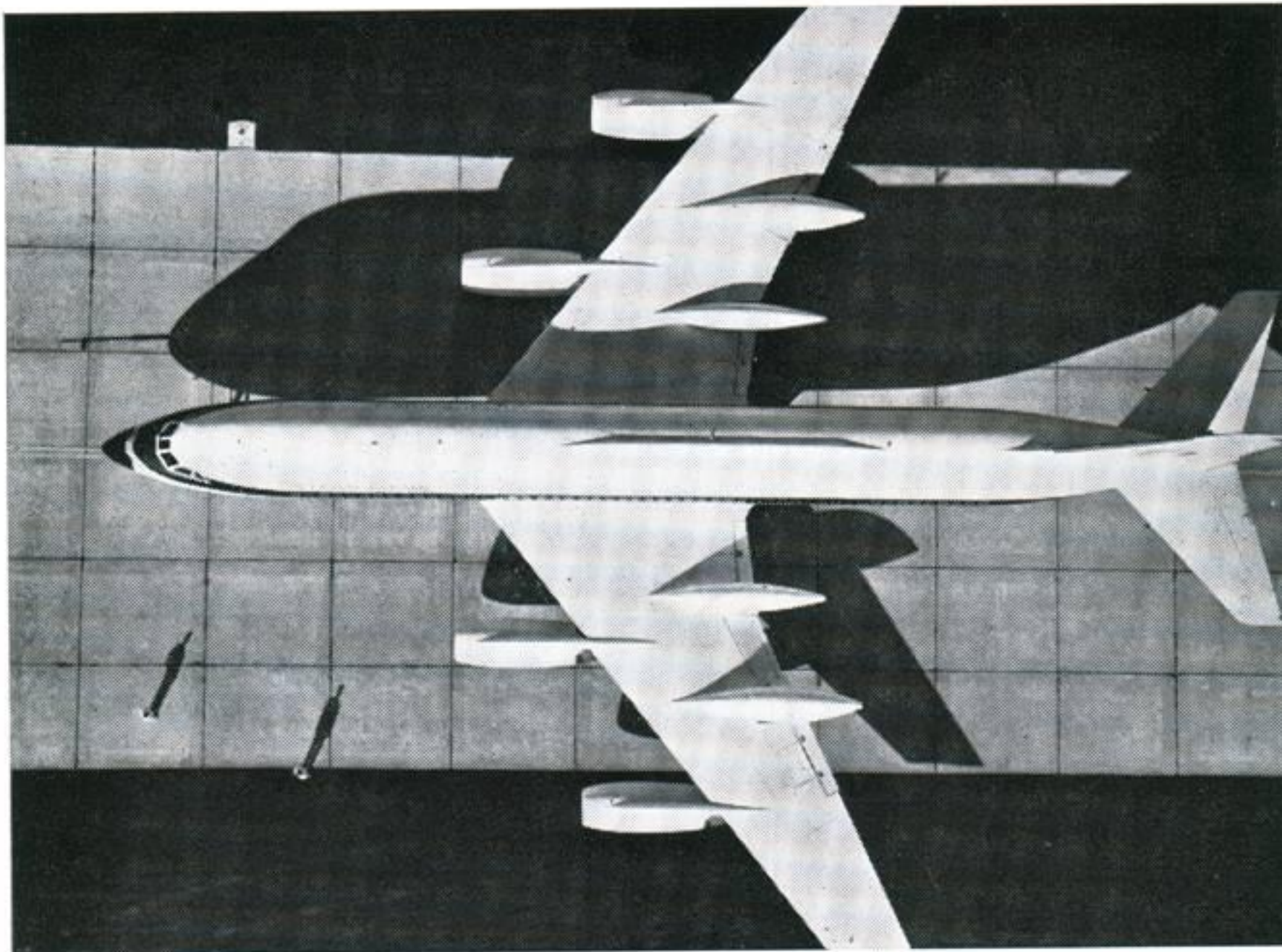


Wing Span?

Wing Span?

Wing Span?

Solutions are on the cover.



**Cover Photo:** A newcomer in the range of American four-engined jet airliners, the Convair 990 has the welcome recognition feature of "aerodynamic anti-shock bodies," as the tapered fairings on the trailing edge of the wings are known. Previously designated the Convair 600, the 990 has been ordered by several airlines, and has reached a speed of Mach .97 on test. Convair's test model N 5601 is depicted.

## GOODBYE DUXFORD

Only last year Duxford was a rallying point for the Royal Observer Corps; now it is closed and the large, 1917 pattern buttressed hangars, bordering the Newmarket-Royston road, are empty. They were first filled in 1918 when they housed such various types as the R.E.8s, B.E.2Es and Avro 504Ks of No. 35 Training Depot Station.

Perhaps the most impressive occasion at Duxford was King George V's Jubilee Flypast of the R.A.F. in 1936, when R.A.F. Squadrons, massed at Mildenhall, took off and flew in formation past a Royal Box erected at the Station.

A highlight was undoubtedly August 4th, 1938, when the first Spitfire to enter R.A.F. service arrived for No. 19 Squadron. Just after war was declared, rumours were rife that Duxford would become a bomber station, but the six Wellingtons of No. 37 Squadron sitting around the airfield, that gave rise to the local rumours, were merely on a week's fighter affiliation duty. Since June 1924, when No. 2 Flying Training School moved from Duxford to Digby and fighter squadrons formed there in its place, Duxford remained essentially a fighter station.

In 1941, the year the Observer Corps received the Royal status, members made regular visits to Duxford to view the "circus"—captured enemy aircraft, a Ju88, He111, Me109, Me110 and even a Fiat Cr42, held by the Air Fighting Development Unit. No. 56 Squadron, first with Typhoons, and No. 601, the only squadron to operate Airacobras, flew these aircraft at Duxford. Then in April 1943 the station was handed over to the U.S.A.A.F. who operated fighters, mainly Thunderbolts and Mustangs, until December 1945, when it was handed back to the R.A.F.

Last year, at the R.O.C. "At Home" at Duxford, members were treated to a "grand finale" by one of the last appearances of the "Black Arrows," then the C.F.S. Jet Provost team, zip-pasts by No. 74 Squadron's Lightnings and—of course—a Spitfire. It was not generally known then that Duxford was scheduled to close, but now Air Vice-Marshal R. N. Bateson, who first landed on the concrete runway, has made the last take-off from Duxford.

## SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION

### PROVENCE/SAHARA

Page 148

All targets are of the **Provence** (for which **Sahara** is acceptable) or **Sahara** aircraft except for No. 41 a **Shackleton M.R. Mk. 3** and No. 49 a **C-124A Globemaster**.

### FOKKER S.14 MACH TRAINER

Page 158

All targets are of **Fokker S.14 Mach Trainers** except No. 18 which is an **Hispano HA-200-RI Saeta (Arrow)**.

### U.S. NAVAL AVIATION

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- |                    |                     |                    |
|--------------------|---------------------|--------------------|
| 1. Skyhawks (9)    | 10. Tracers (2)     | 19. Skyhawks (4)   |
| 2. Skyhawks (5)    | 11. Skyhawks (3)    | 20. Demon (1)      |
| 3. Crusader (1)    | 12. Skywarriors (4) | 21. Skyraiders (8) |
| 4. Crusader (1)    | 13. Crusaders (8)   | 22. Tracer (1)     |
| 5. Skyrays (7)     | 14. Skywarriors (4) | 23. Demon (1)      |
| 6. Skyraiders (12) | 15. Skyhawks (3)    | 24. Skyhawks (7)   |
| 7. Skyraiders (6)  | 16. Skywarriors (6) | 25. Skyhawks (9)   |
| 8. Demons (8)      | 17. Retriever (1)   |                    |
| 9. Skyhawks (6)    | 18. Skywarriors (4) |                    |

A total of 121 aircraft

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- |  |                |                               |
|--|----------------|-------------------------------|
| 1. Skywarrior                          | 19. Demon      | 40. Demons                    |
| 2. Demon                               | 20. Skyray     | 41. Skywarrior                |
| 3. Skyhawk                             | 21. Crusader   | 42. Skyrays (fore-<br>ground) |
| 4. Skyray                              | 22. Skyhawk    | Demons (back-<br>ground)      |
| 5. Skywarriors (foreground)            | 23. Skyraiders | 43. Skyhawk                   |
| 6. Skyraider                           | 24. Skywarrior | 44. Demon                     |
| 7. Crusader                            | 25. Skyray     | 45. Crusader                  |
| 8. Skywarrior                          | 26. Crusader   | 46. Retrievers                |
| 9. Skyrays (background left)           | 27. Skyraider  | 47. Crusader                  |
| Demons (foreground right)              | 28. Skyray     | 48. Skyrays                   |
| 10. Tracers                            | 29. Demons     | 49. Skyhawk                   |
| 11. Skyraider                          | 30. Skyraider  | 50. Retriever and<br>Crusader |
| 12. Skywarrior                         | 31. Skywarrior | 51. Skyhawk                   |
| 13. Skyhawk                            | 32. Skyraiders | 52. Demon                     |
| 14. Retriever (R.C.N. ex-U.S.<br>Navy) | 33. Skywarrior | 53. Skyraider                 |
| 15. Skyhawk                            | 34. Skywarrior | 54. Skywarrior                |
| 16. Crusaders                          | 35. Retriever  | 55. Skyraiders                |
| 17. Trader                             | 36. Skyraider  |                               |
| 18. Skywarrior                         | 37. Tracer     |                               |
|  | 38. Skyray     |                               |
|  | 39. Tracer     |                               |