

THE ROYAL



OBSERVER CORPS

RECOGNITION

Journal
and R.O.C. GAZETTE



Volume 5 SEPTEMBER 1963 No. 9

SPREADING THE WORD

Chief Observer A. W. Hall, 5/BI Enfield, suggests ways and means of producing your own Post or Crew Journal

In the publicity conscious world of today you may say that it is surprising that an organisation such as the Royal Observer Corps does not have a news magazine of its own.

To argue the reasons for this is, of course, entirely beyond the scope of this article but the fact remains that there is no *real* magazine to record the daily happenings within the Corps issued in time for it still to be regarded as news.

Although it is a pity that nothing can be done officially to satisfy the needs of the observer in this direction, there is no reason why any post or crew shouldn't produce their own news magazine for distribution on a purely local basis. In fact many posts, crews, Group Headquarters and Areas do produce their own magazines and jolly good efforts they are too, ranging from the foolscap duplicated sheet to the fully printed booklet.

Early Beginnings

To illustrate how the task of producing a newsletter at post level can be accomplished I would like to quote the example of my own post in 5 Group, Watford where we have now entered the sixth year of a fortnightly production designed to bring up-to-date news and items of interest to post members.

The Enfield post is a large one. At present we have 35 observers on the register and to advise everyone of an exercise, extra post meetings or similar event not only takes a long time but is entirely unnecessary if a post newsletter can be produced to do the same job.

Advising the members of meetings became an impossible task six years ago when the post strength was much smaller but just as difficult to contact. Much valuable time was being lost at training meetings through discussions over the notices that had to be given out and the whole system was getting out of hand. If I happened to miss telling someone about a certain item through his late arrival or absence, he could very easily say that he wasn't told when he failed to attend for duty during an exercise and there was very little that the N.C.O. in charge could do about it.

The solution was found in the production, before each fortnightly meeting, of a duplicated notice which contained the date, time and place of the meeting and in the case of exercises, the watch list. This was sent through the post to every member.

This "put the boot on the other foot" and from then on no one could complain that they weren't told, even if they were prevented from coming to a training meeting. The results achieved from this simple exercise led to a vastly improved situation.

Since these early beginnings the fortnightly production of the Enfield Newsletter has been greatly enlarged. It was soon realised that the many Group Routine Orders that concerned the members could be added to the post news. Articles by the members were also included and a feature which was called the "Enfield Log", containing interesting aircraft movements contributed by the members, was produced and run by one of the training instructors. This is now one of the most popular features as it allows every member of the post to actually contribute his own small part to the production and at the same time is a valuable training aid.

Members of the Enfield post are all extremely interested in aircraft and the "Log" encourages this. Many interesting movements are noted as the post is situated at the intersection of two of the more active airways north of London and of course Heathrow isn't far away. Activity at airfields is also

listed and more recently members have been equipping themselves with cheap V.H.F. radio receivers to log the movements of aircraft by their radio transmissions when cloud or bad weather rules out a more active watch.

Production Techniques

The first question asked by anyone contemplating the setting up of his own production unit is concerned with cost. Naturally, the financial aspect has to be carefully considered when entering a venture of this nature but it can be cheaper than critics imagine.

Depending on the page size of your journal a ream (approx. 480 sheets) of foolscap duplicating paper can cost in the region of £1 or, if you go to a certain retail distributor, fairly well known throughout the country, this can be reduced to 12s. 11d. Alternatively, why not purchase a ream of duplicating paper at your local printers and get it cut into four so that a foolscap sheet results? A cutting and purchase tax charge will be included in the price but buying in bulk like this will in the long run work out much cheaper.

The next consideration is the actual printing. On most posts there will be someone who if not able to help in a direct manner will know someone who can assist with the loan of a duplicating machine. The actual job of producing your newsletter can't be all that difficult if you try hard enough. In the case of the Enfield post we survived by borrowing for a number of years, until we were able to purchase, for a remarkably cheap price, an ex-government machine at a surplus sale.

There are, of course, other ways in which a duplicated sheet can be produced. The one I know best consists of a "bed" of a gelatine like substance on which a master copy is placed and subsequent sheets run-off by simply placing them in the same position and rubbing the surface. A total of about 30 copies can be printed by this method which should be sufficient for the needs of most posts.

Stencils, for those considering the more normal Gestetner or Roneo methods, cost between 10d. and a shilling each. Here again bulk purchase reduces the cost considerably.

For reasons of economy the Enfield post uses foolscap sheets printed on both sides and stapled at the top left-hand corner. Each edition varies in length considerably and has been known to carry as many as 10,000 words on some occasions when there has been a spate of important instructions or such like to be issued.

If your post fund is fairly well off you can afford the luxury of a printed heading or even printed covers. Don't start off in this manner though, as the costs may be a little too heavy to bear and you must always have some money in the "kitty" to allow for emergencies—believe me, they do arise! Contributions to the post fund provide the necessary capital expenditure in the first instance; the actual cost borne by the members being about 3d. per issue.

Gathering the News

When discussing the setting up of a post journal with N.C.O.s from other posts I have often been asked "Where do you get your news from?" Admittedly, I am a journalist by profession but this doesn't mean to say that I have the answer to this problem by any means. One of the many sources that can always be relied on is the "personality". Everyone, in their own way, likes to see their name in print and to start on this basis will give you a lead for the beginning of a series of



THE ROYAL OBSERVER CORPS

RECOGNITION JOURNAL
AND R.O.C. GAZETTE

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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.

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* Identification Lessons

articles, not only about the members of your own post or crew, but about the officers at Group Headquarters as well. How many members of your post, for example, can quote the names of the senior officers at Area or even at Group Headquarters for that matter? This, then, is a basic exercise in journalism as we should all know who our commanders are. In the light of the recent publicity campaign this approach is also an exercise in internal public relations and as such of prime importance.

There are always the good old standbys that must be included such as Group Routine Orders, notices of post meetings together with their programmes and exercise watch lists. There's the aircraft log example, given earlier in this article, in which members are encouraged to take a small part in their own production and you should be able to get one or two of your members to contribute their own stories and articles if you go the right way about it. The Enfield Newsletter runs its own monthly short story column, which provides a great deal of interest, and serves the very useful purpose of introducing members to each other. On a large post, such as the Enfield one, this is a very important matter as we very rarely see each other apart from our weekly meetings. The two hours are fully taken up by training and inevitably people don't get to know each other as well as they should.

In the weeks prior to the Master Test the Enfield Newsletter also runs a series of questions on the syllabus. An answer paper is included and members are encouraged to send in their solutions for marking and subsequent criticism at a training meeting.

Security

Before going to "press" it is important to ensure that your publication contains no infringement of the Official Secrets Act. Should any doubt whatsoever exist in your mind on this score you must seek the advice of your Group Headquarters.

The Ultimate Aim

It will be seen that the production of a post newsletter can not only provide the essential means of communicating important items of information to members but can serve as a very useful training aid and light entertainment as well.

The Enfield Newsletter has a circulation of well over 80 copies for each issue and serves a useful public relations purpose for the post in telling other people how we are getting on, what we do and a little about the odd sort of character we have in our crew.

We like to think that as a result of our efforts other posts have taken up pen and paper to produce their own newsletters

each in their own individualistic style. There are now four or five such publications in the Watford Group alone and we know that there are others starting not only in Watford but further afield as well.

As part of the 1962 publicity campaign the newsletter of the Watford Group went over to a fully printed style, following the outline given here, in order to fill the need for a news journal distributed to every member of the Group. This large-scale production has been made possible by a small committee of Group members working in close co-operation with a local printer who is also a Head Observer of one of the posts. All printing and editorial copy is contributed on a non-payment, voluntary basis. The Committee write the articles which are submitted to the editor for vetting and making up as art work for the printer to make his plates. The "Watford Beacon", as it is now known, carries news items and articles illustrated by photographs and drawn illustrations in just the same way as any other magazine. Its monthly production is run on newspaper lines with proper copy dates and part-time professionals giving their help and advice. To my knowledge one other Group has its own newsletter but I am sure that many more could do the same.

A Tail-piece

The "Watford Beacon" may be the ultimate in newsletters but this doesn't mean that each post in the Royal Observer Corps should not take the trouble to find out how they could produce a newsletter of their own. Our organisation is well known for its ability to help itself when a need arises and this is just the kind of situation in which our latent talents could be used to the full.

Just one last word . . . don't ask Group Headquarters to help produce a newsletter for your post, even though they may have a delightful new duplicating machine on charge. I am sure they would agree with me that there is enough to do just issuing the orders in the first place! You can, of course, seek the advice of the full-time officers and I am certain that when it is realised that a locally produced newsletter contributes greatly to the efficiency of your unit that they will do all in their power to assist in its production.

If any member of the Corps would like further details about starting a post or crew newsletter, Observer Officer Hall* would be only too pleased to advise. He can be contacted by writing through No. 5 Group Headquarters, Royal Observer Corps, Cassiobury Drive, Watford, Herts.

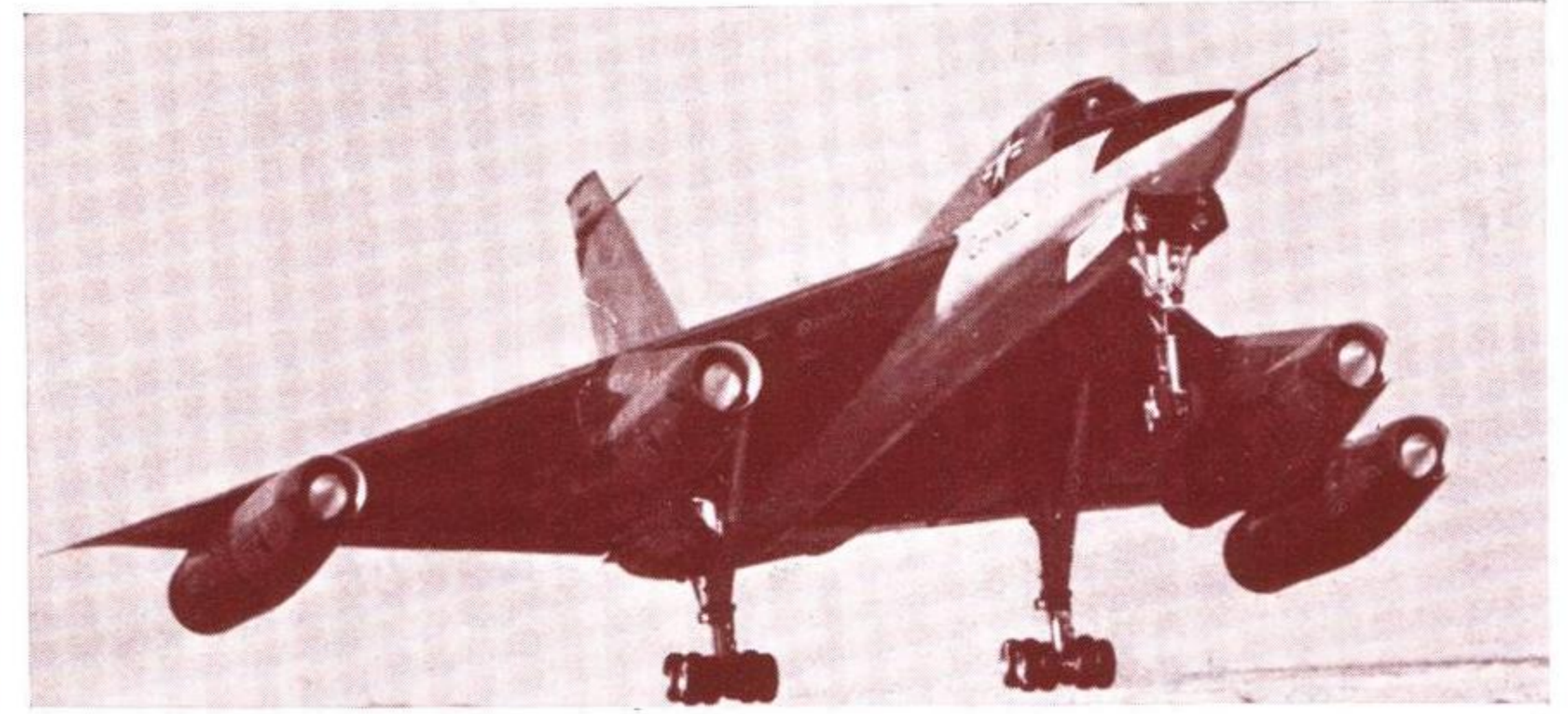
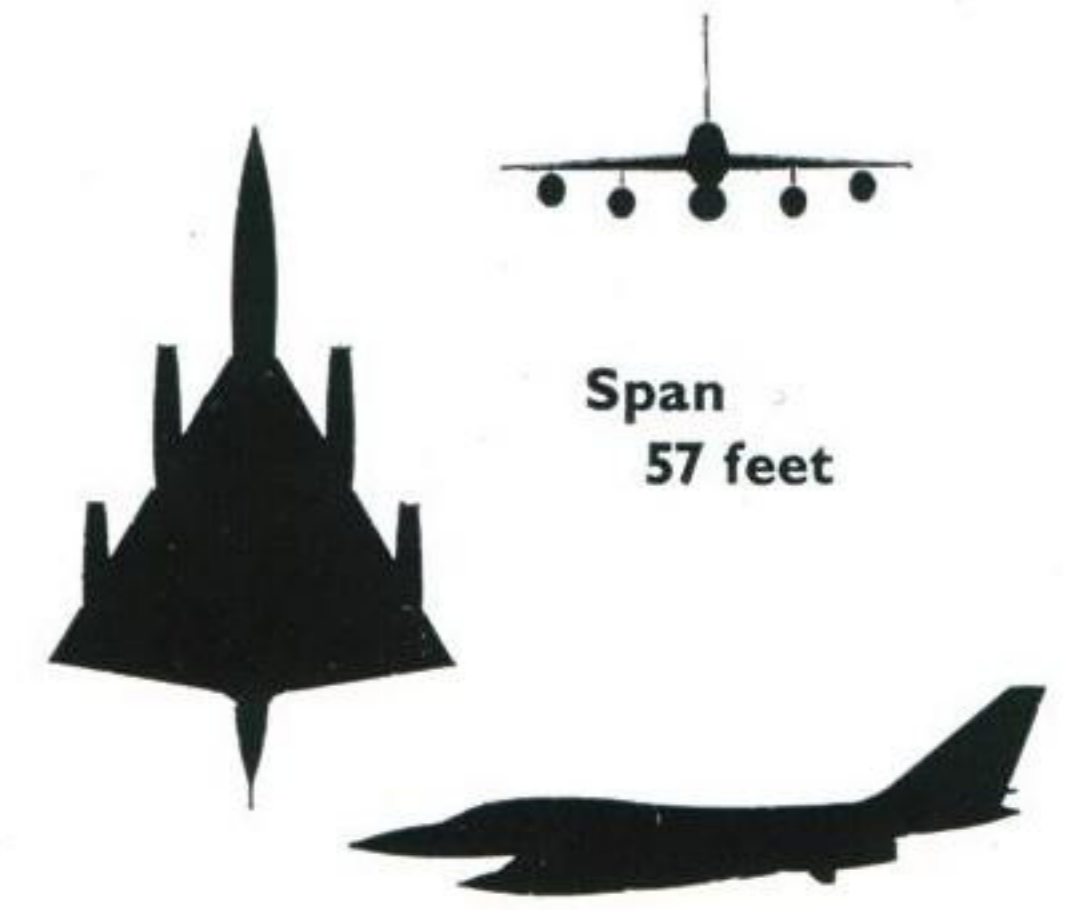
* Since writing this article as a Chief Observer, Alan W. Hall has been promoted to Observer Officer.

HUSTLER B-58



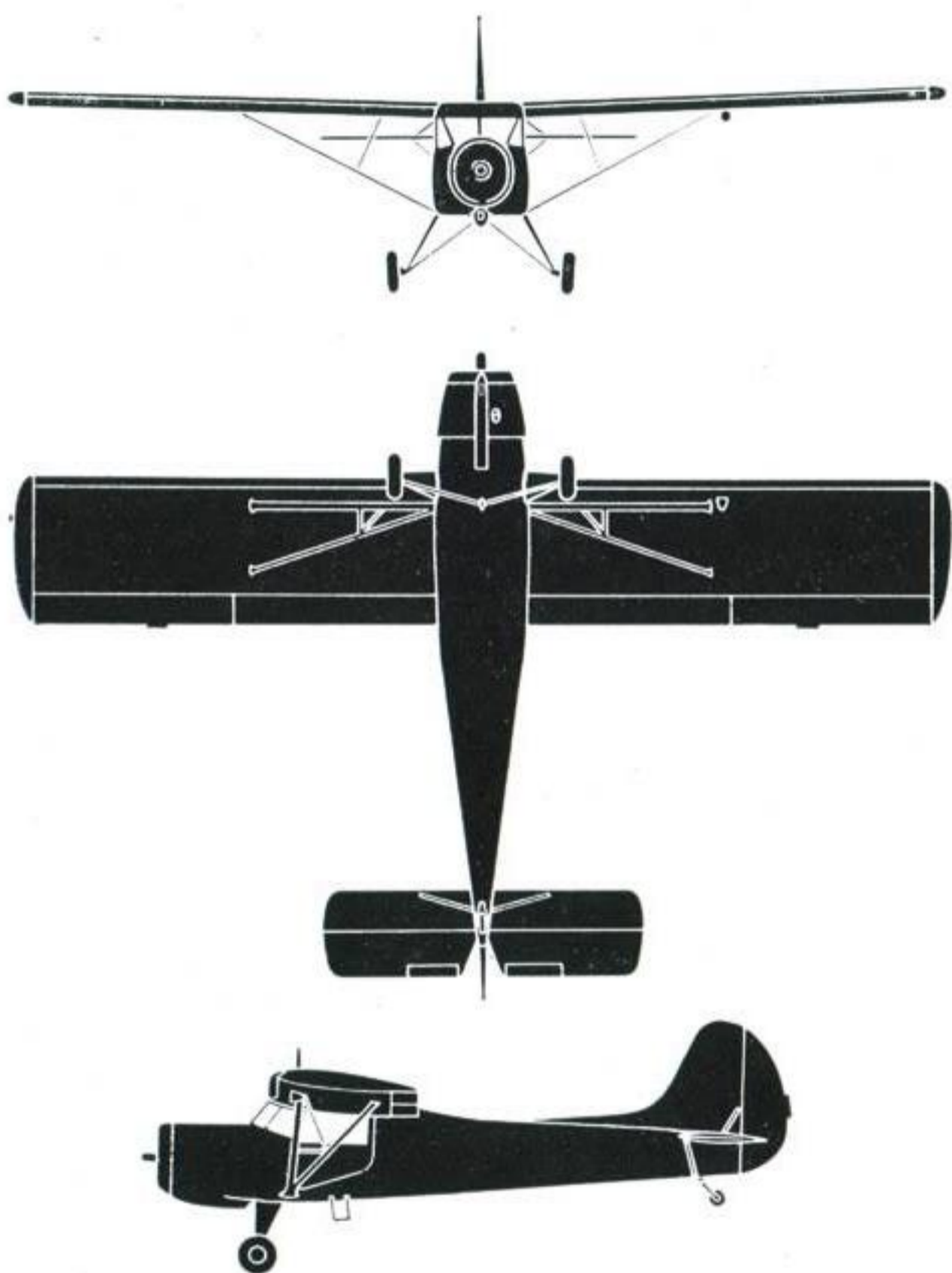
Although distinctive, the B-58 Hustler needs to be known thoroughly and identified correctly. It is exclusive to the U.S. Air Force. The key information (coloured) will enable you to identify every B-58 in this group of targets and to spot any jokers that may be included. The correct solutions appear on the cover.







Span 41 feet



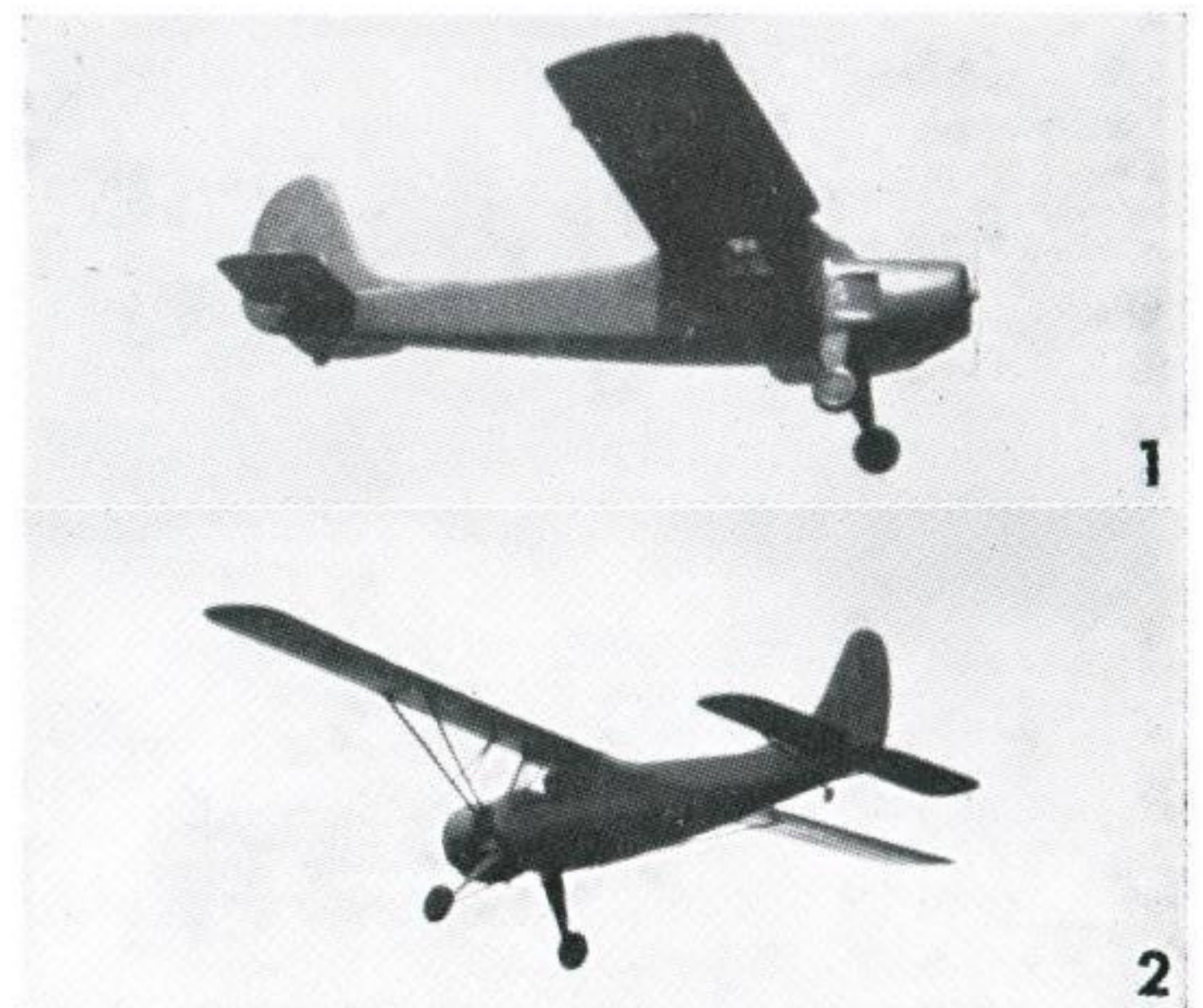
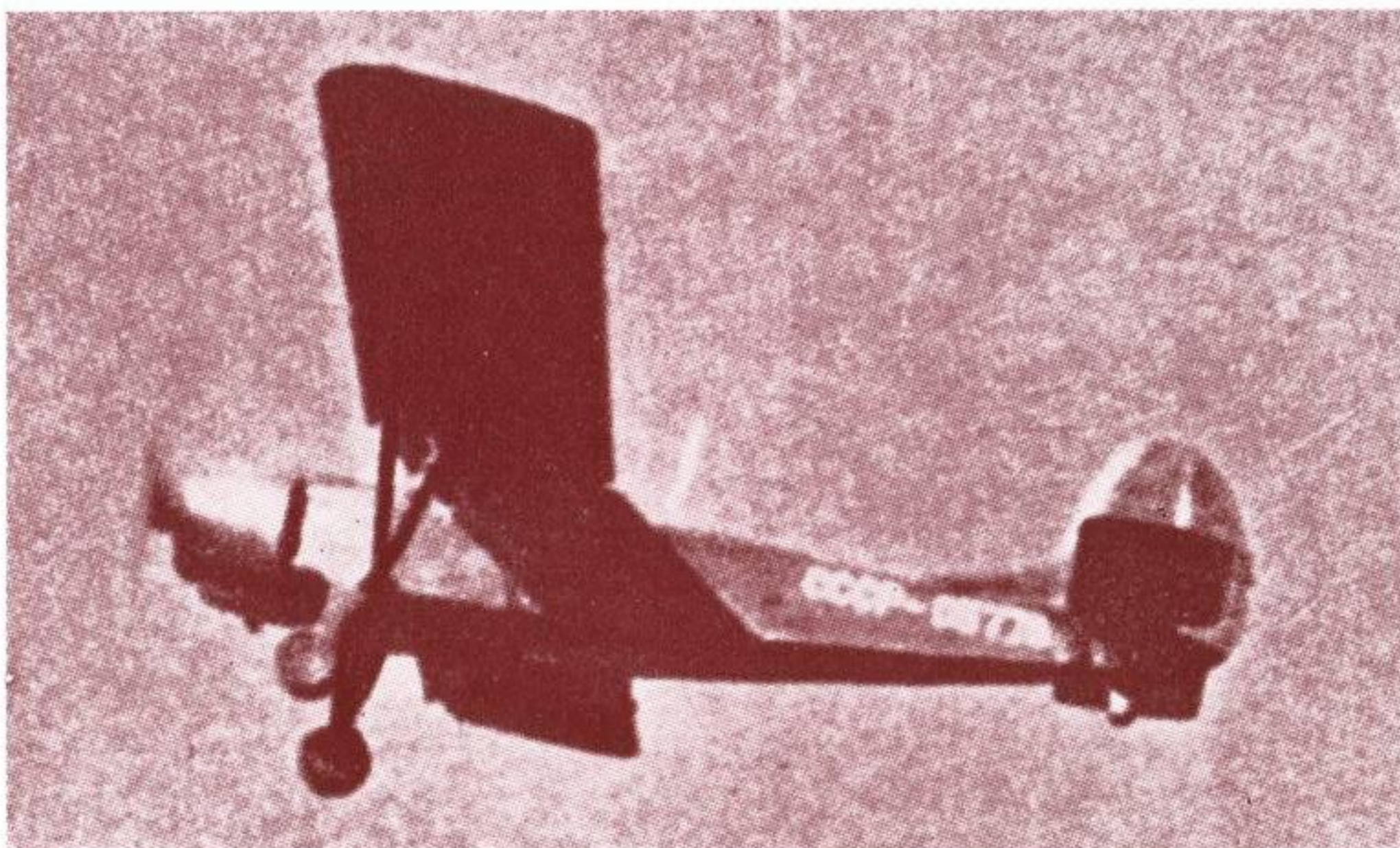
CREEK

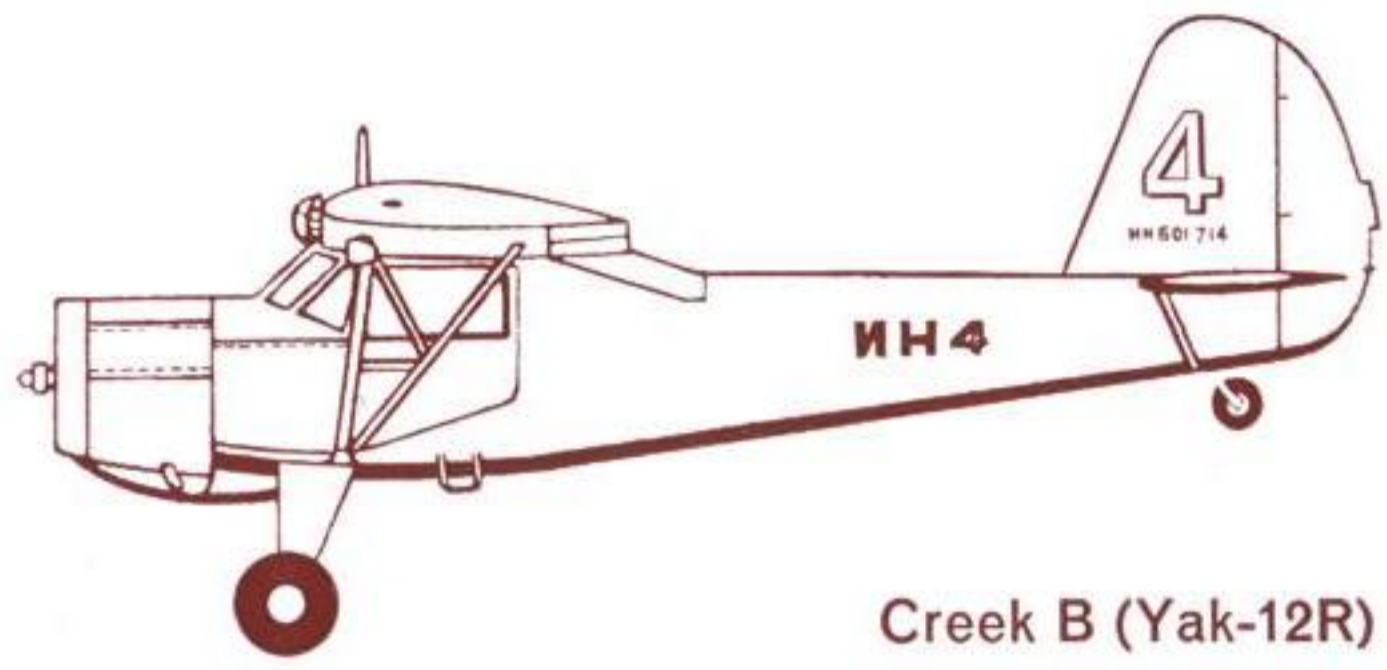
Like our own counterpart, the Auster, the Soviet Yak-12 Creek has varying configurations according to the engine fitted and with changes in fin shape.

The variations in side elevation are shown in the opposite page, in addition there is the Creek "D" (Yak-12A) on which the wing planform has been altered, but in general appearance it is similar to the Creek "C".

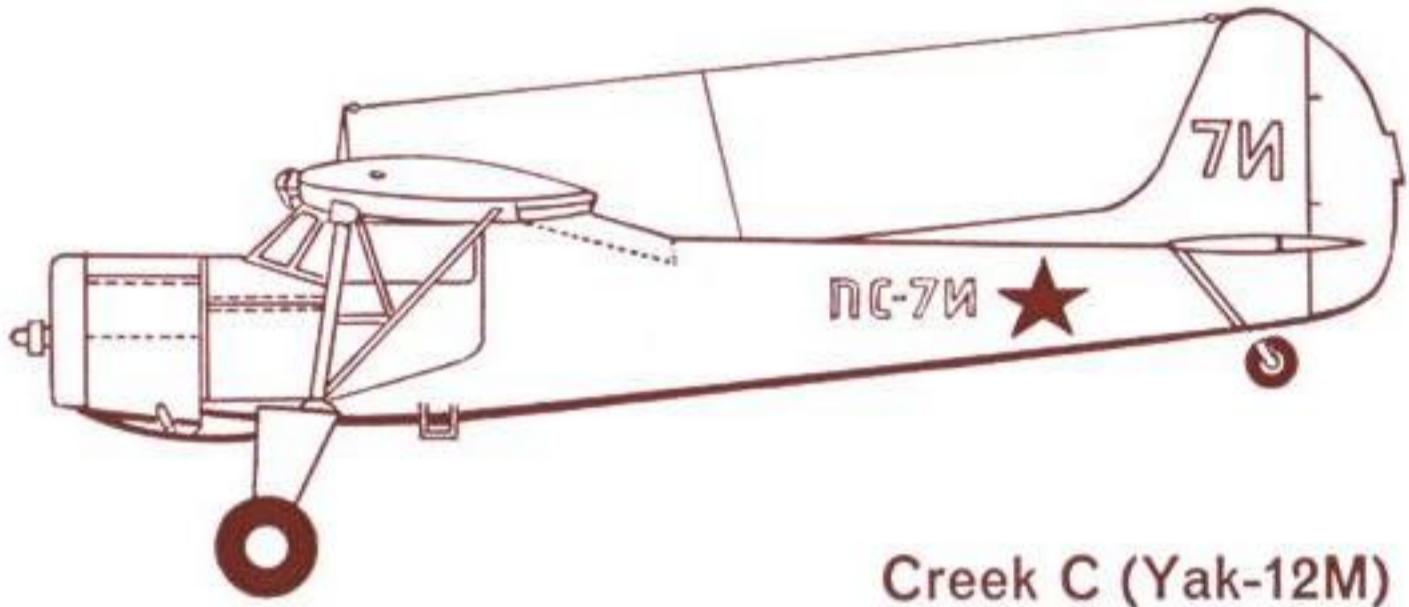
Built in Russia and Poland it is widely used in the Soviet Satellite countries for military liaison, as an air ambulance and for various civil activities including crop spraying and dusting for which special rigs are fitted.

Work to the usual lesson instructions, using the Creek A photograph above, the Creek "C" photograph below and the silhouette of the Creek "C" as guides. The correct solutions appear on the cover.

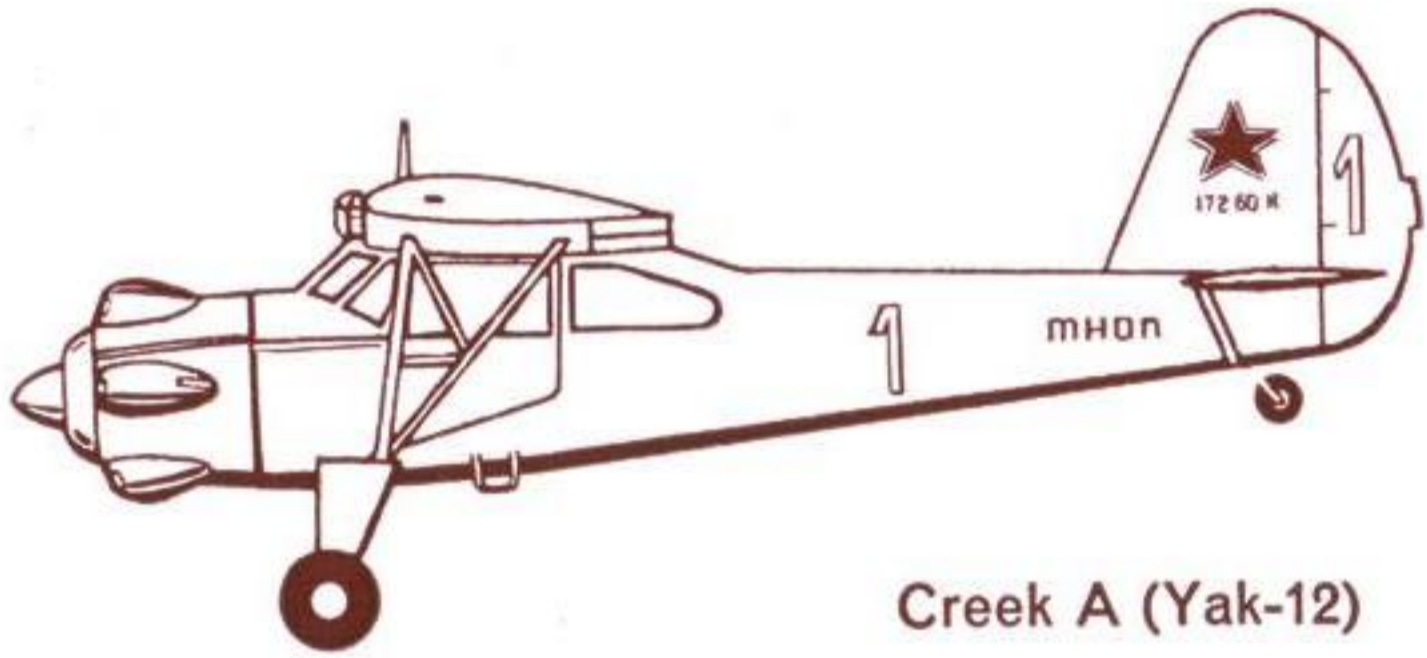




Creek B (Yak-12R)



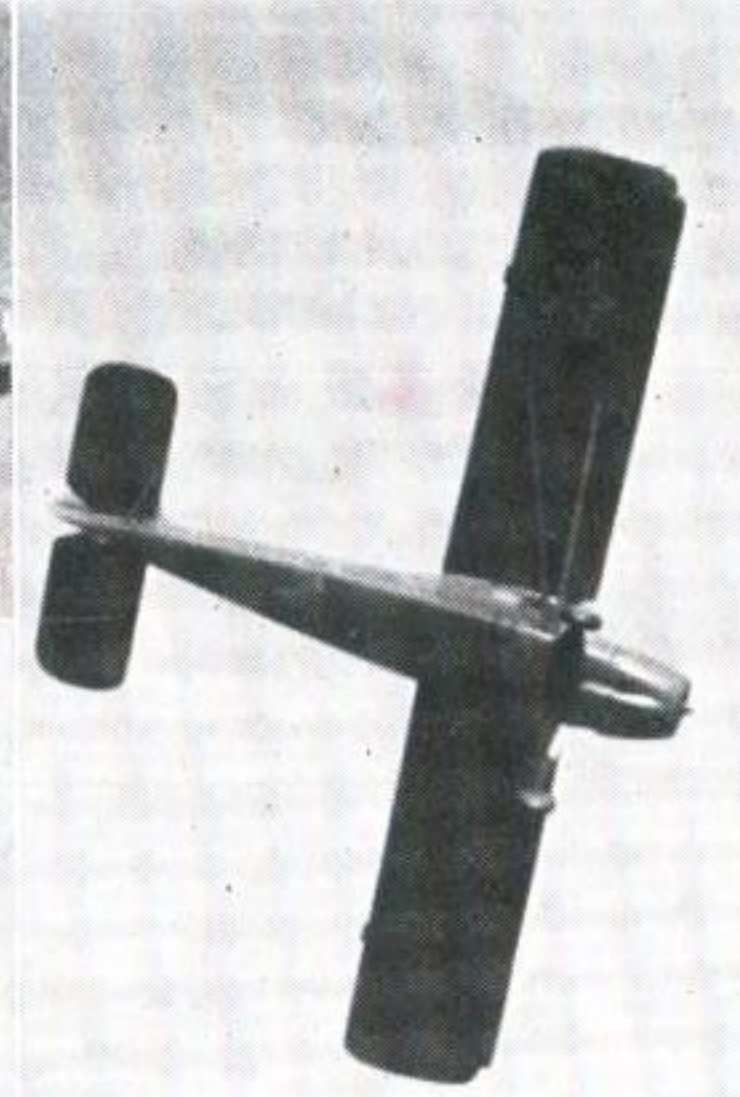
Creek C (Yak-12M)



Creek A (Yak-12)



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4



5



7



8



10



9



11



12



13



14



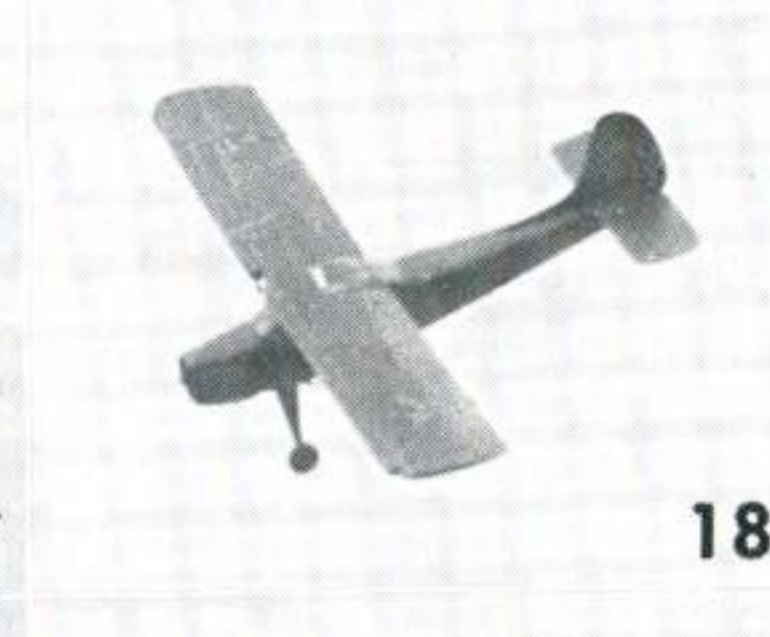
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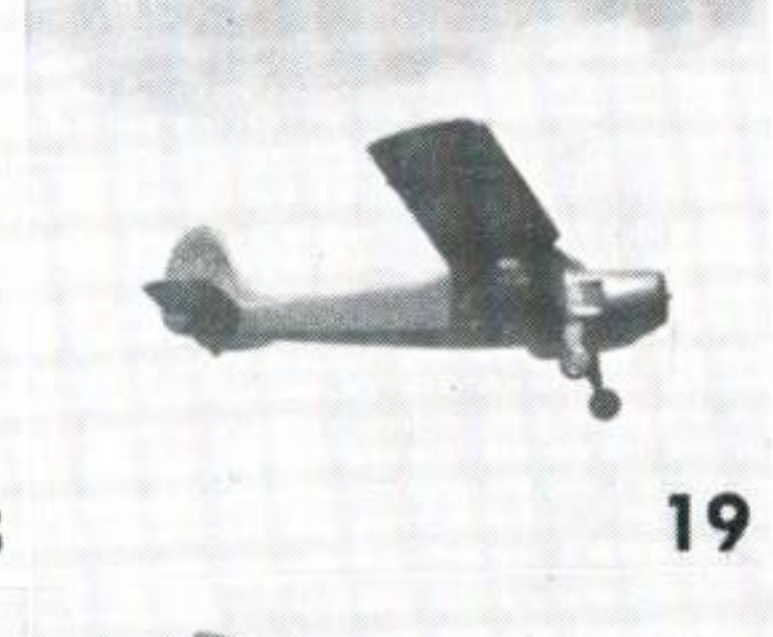
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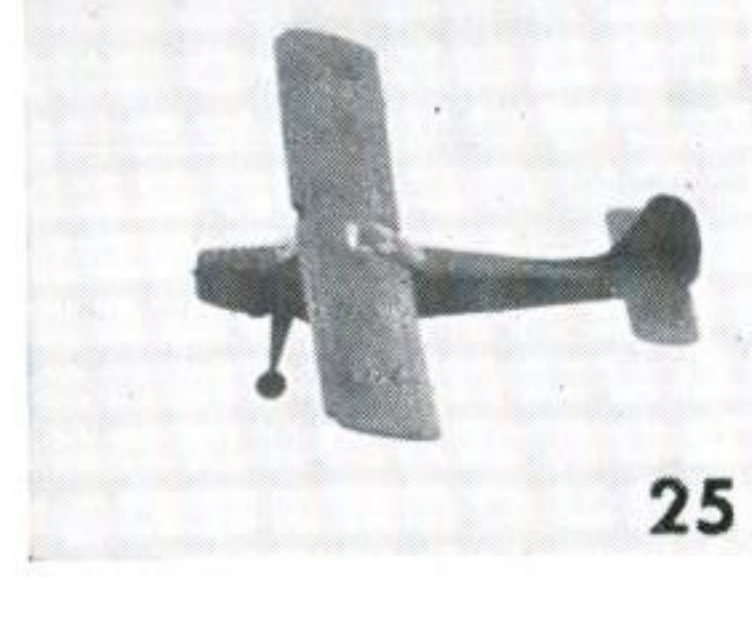
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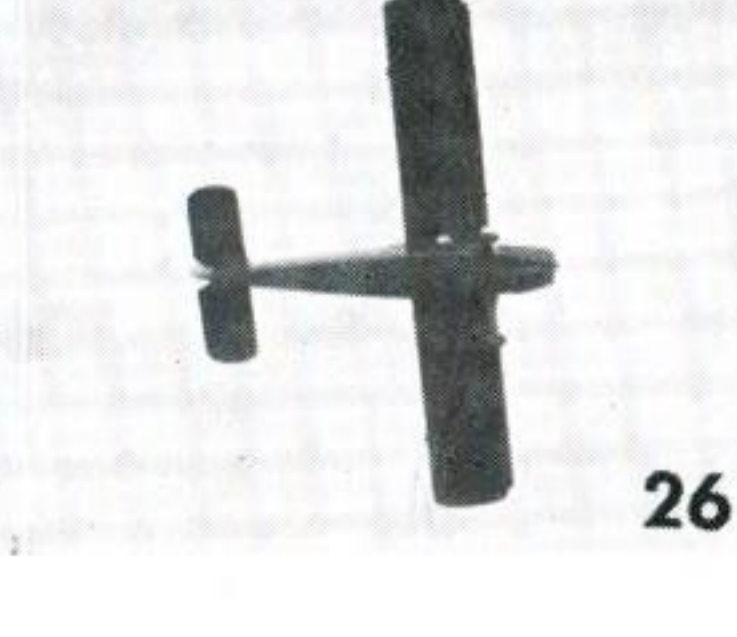
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27



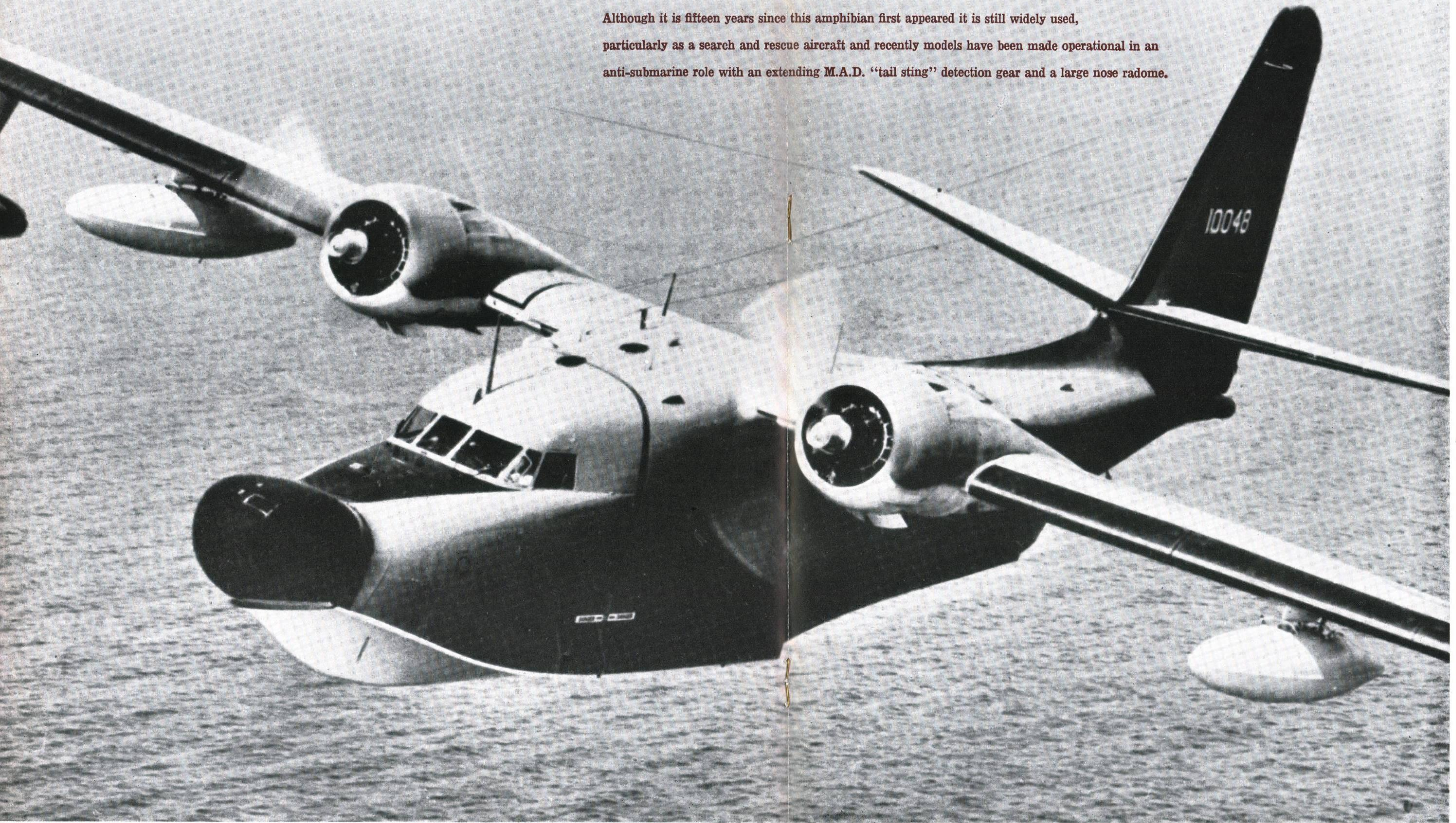
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29

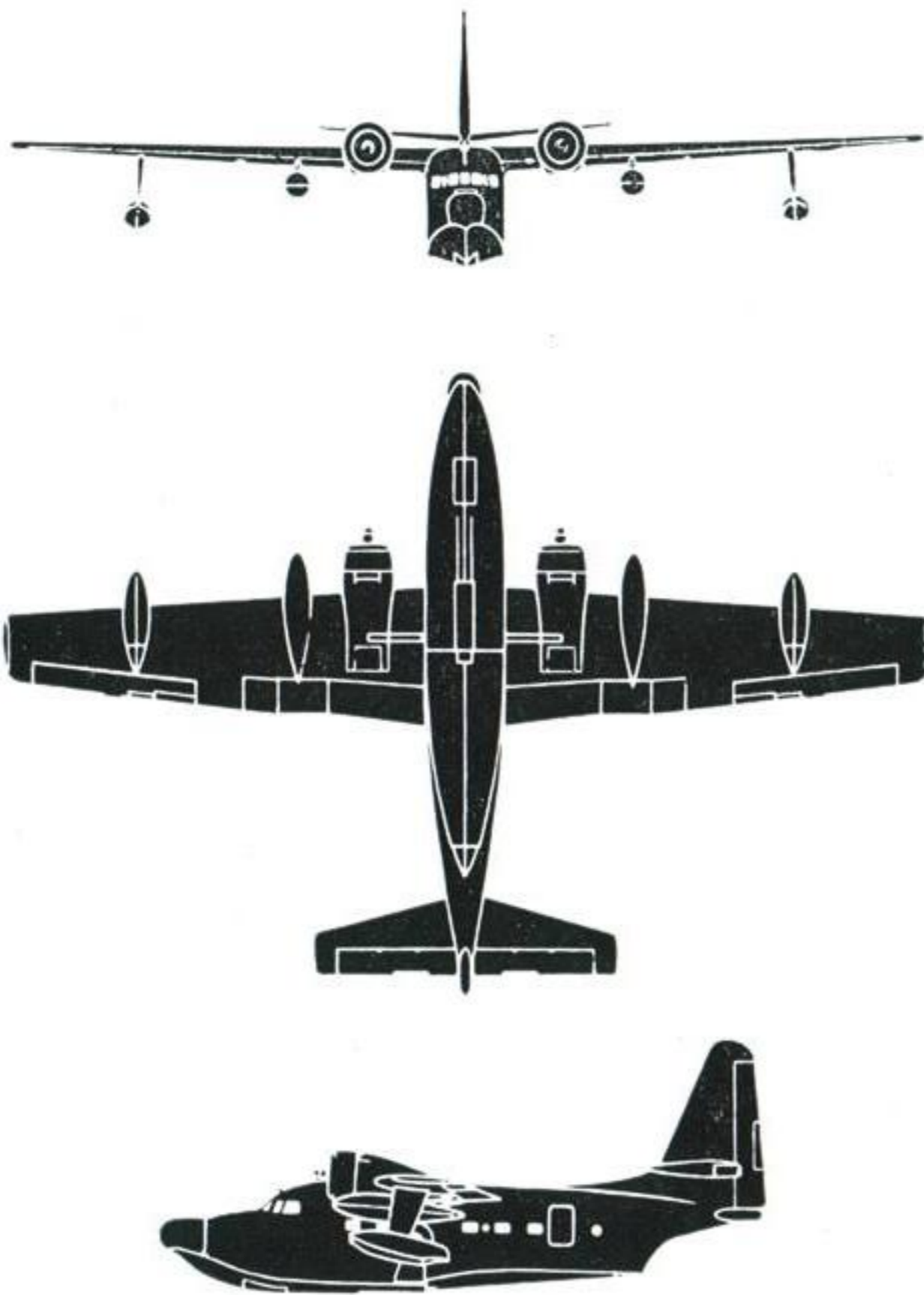
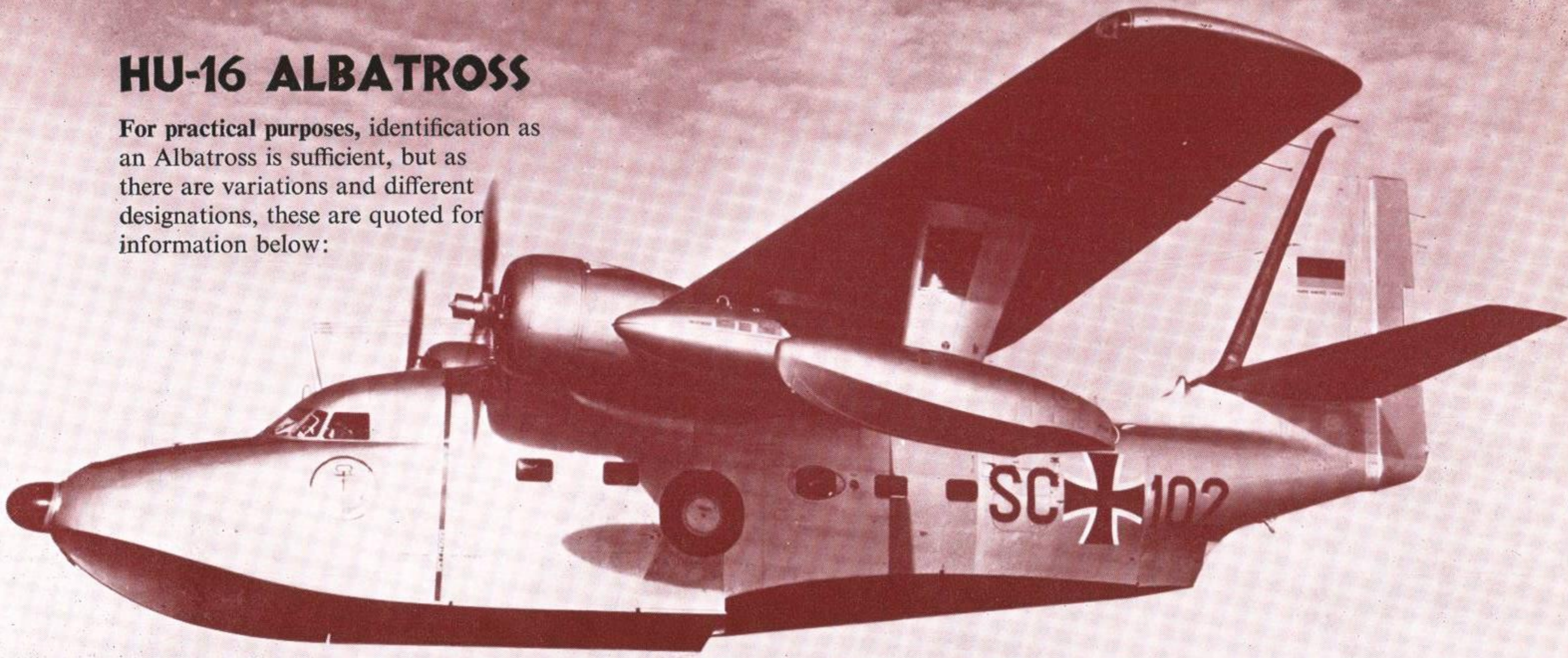
ALBATROSS HU-16

The ancient mariner's superstition that it is unlucky to shoot an Albatross has more substance when related to the HU-16 Albatross which is by no means confined to the Pacific and Southern Seas. Although it is fifteen years since this amphibian first appeared it is still widely used, particularly as a search and rescue aircraft and recently models have been made operational in an anti-submarine role with an extending M.A.D. "tail sting" detection gear and a large nose radome.



HU-16 ALBATROSS

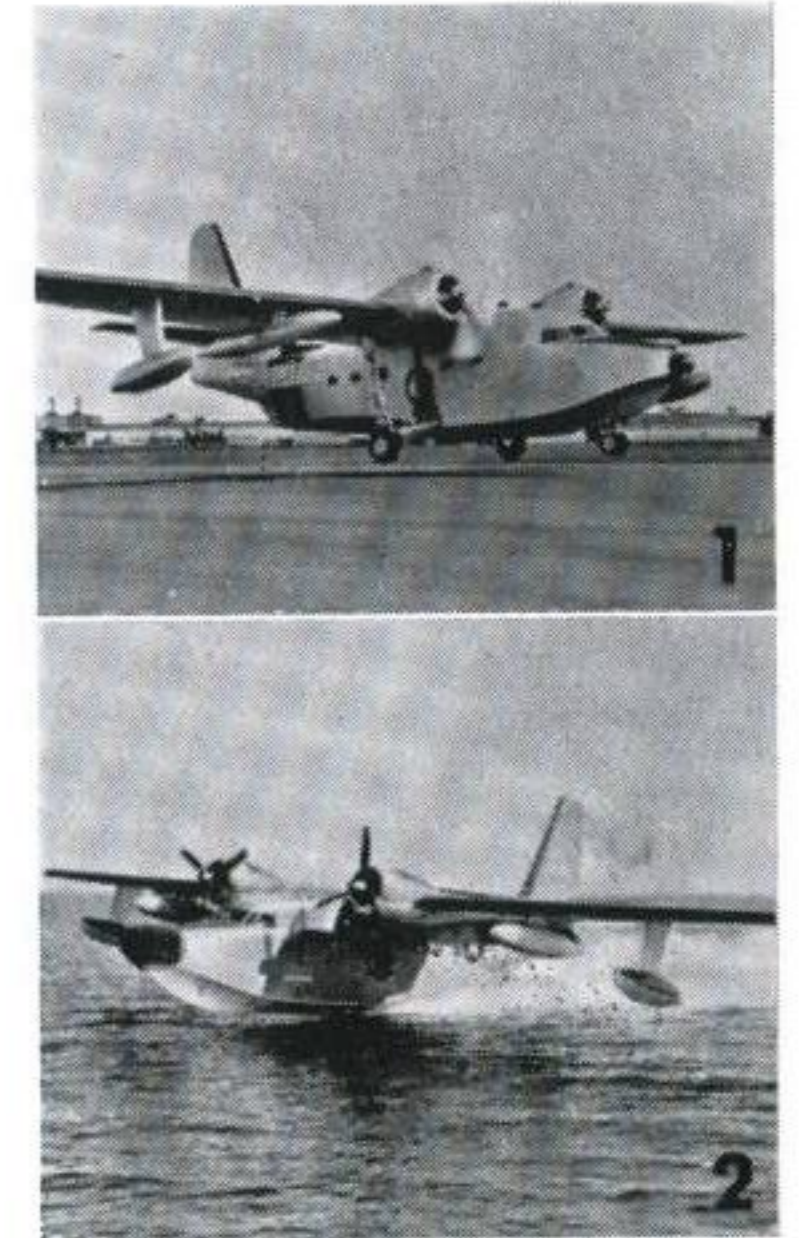
For practical purposes, identification as an Albatross is sufficient, but as there are variations and different designations, these are quoted for information below:



HU-16A (Grumman Model 64). Over 300 built and supplied to Brazil, Chile, Italy, Japan, Nationalist China, Philippines, Portugal and Spain. On reconditioning by Grumman, many of these are being modified to HU-16B standard.

HU-16B (Grumman Model 111). Improved version with increased wing span and tail area, basically as the key view above. Ten special models supplied to the R.C.A.F. as CSR-110s. Produced for anti-submarine work, as in the U.S.A.F., Royal Norwegian Air Force and Italian Air Force, these are equipped as per the key view below, which shows the M.A.D. "sting" fully extended. HU-16C, HU-16D and HU-16E concern variations in equipment and accommodation to HU-16A or B versions.

The key view overleaf shows the anti-submarine version with the "sting" retracted and strips of "static movies" show the basic HU-16 Albatross in a great many aspects of light and shade. Use these in connection with the usual lesson instructions to classify the target views. It is not expected that the designations can be deduced from the target views but a full description, as far as can be ascertained, is given in the solution on the cover. Note that various under-wing stores may be carried.



Span 80-97 feet according to version



In target No. 27, the dayglo paint on the wing tips gives a false impression of wing shape.

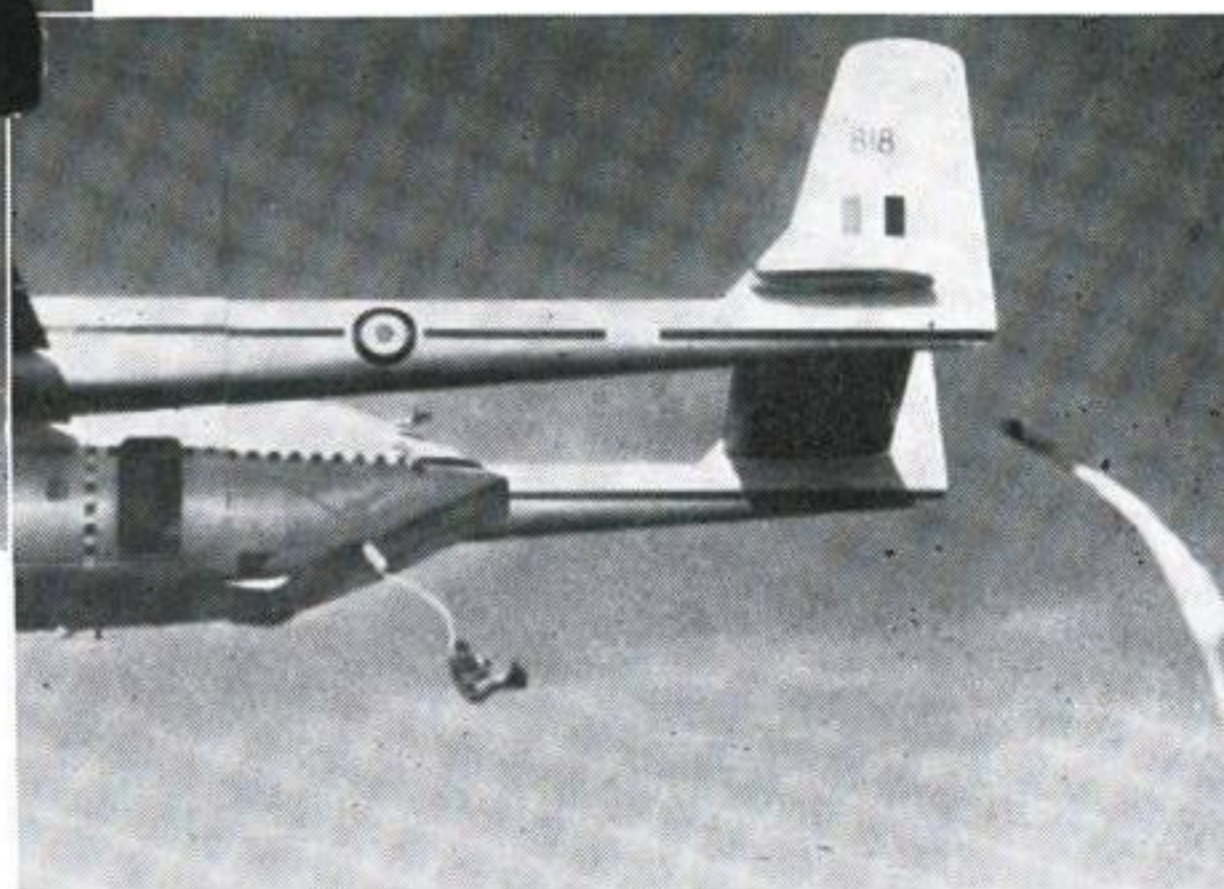
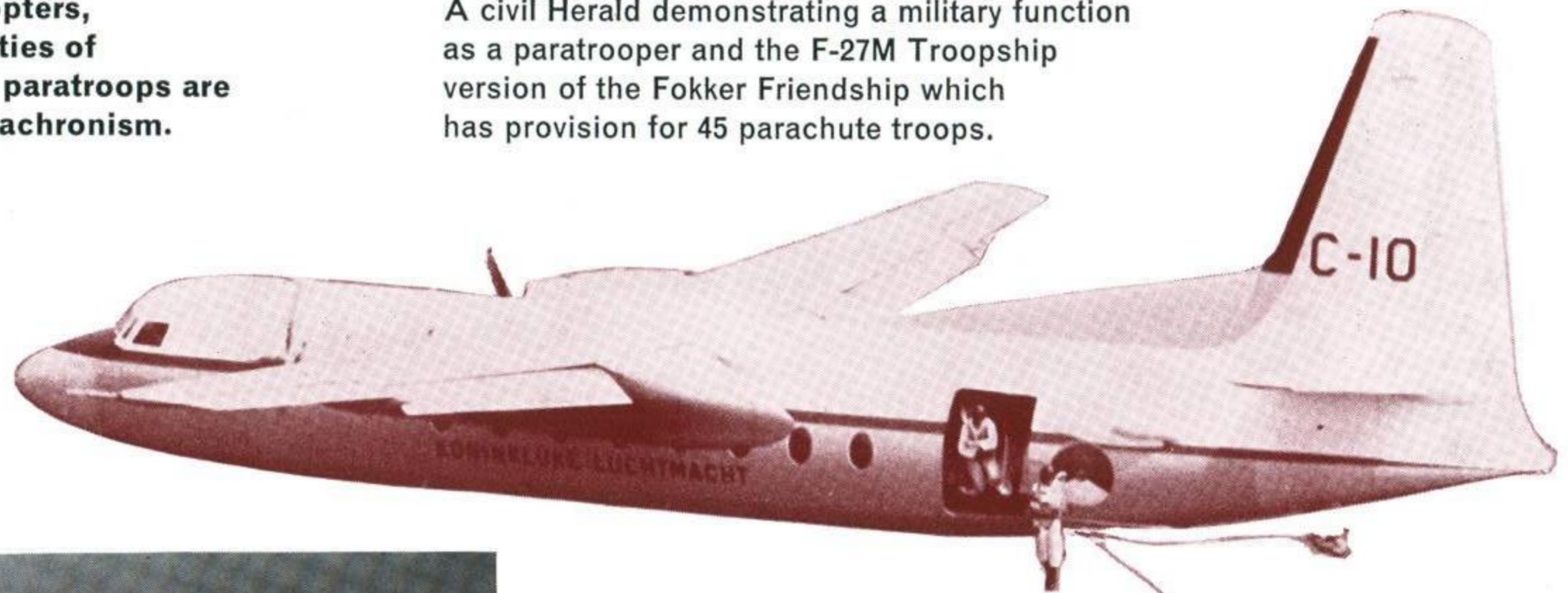
IN THE AIR



Twenty years ago, emphasis in identity training was on aircraft capable of carrying paratroops. In this era of helicopters, and VTOL capabilities of fixed wing aircraft, paratroops are by no means an anachronism.

PARATROOPERS

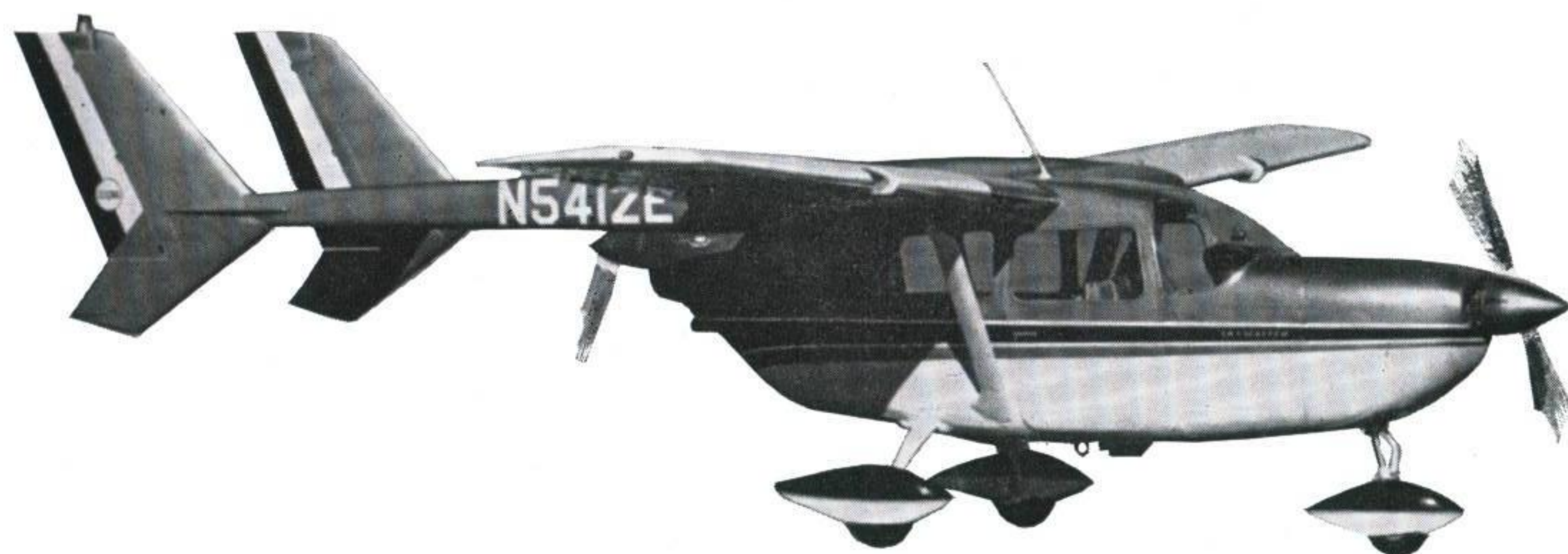
A civil Herald demonstrating a military function as a paratrooper and the F-27M Troopship version of the Fokker Friendship which has provision for 45 parachute troops.



Both Beverleys and Argosies have paratrooping facilities which, by the configuration of the aircraft, allow a clear exit with no fear of a trooper or an opening parachute, fouling the tail.



In the Soviet Bloc parachuting is widely practised as a sport and the An-2 COLT is widely used in this connection. Parachuters are shown here in Poland and Russia.



Skymaster

Planned for production at the rate of one a day is Cessna's new executive aircraft, the twin-engined Skymaster which has its engines in tandem. From the flying view, the rear engine is not easily discerned but the aircraft in the foreground of the production line photograph shows the position of the rear engine between the tail booms rather in the manner of pusher aircraft of the First World War.

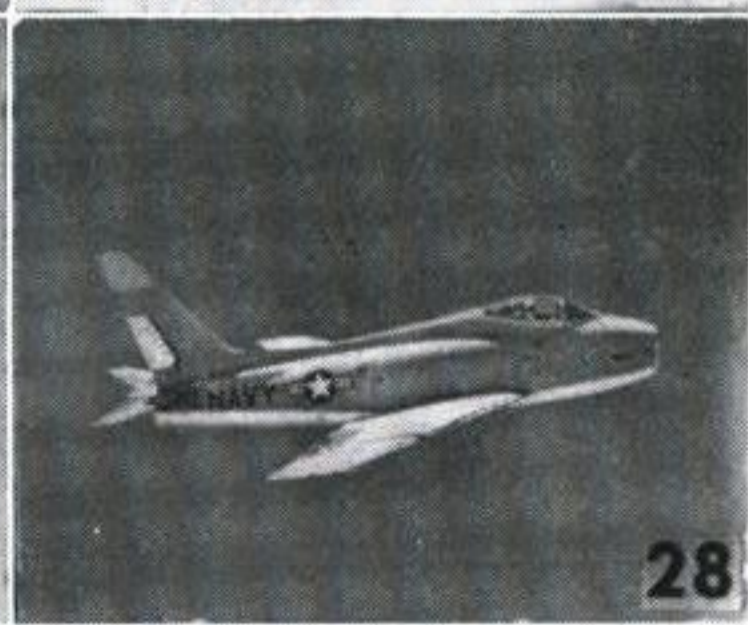
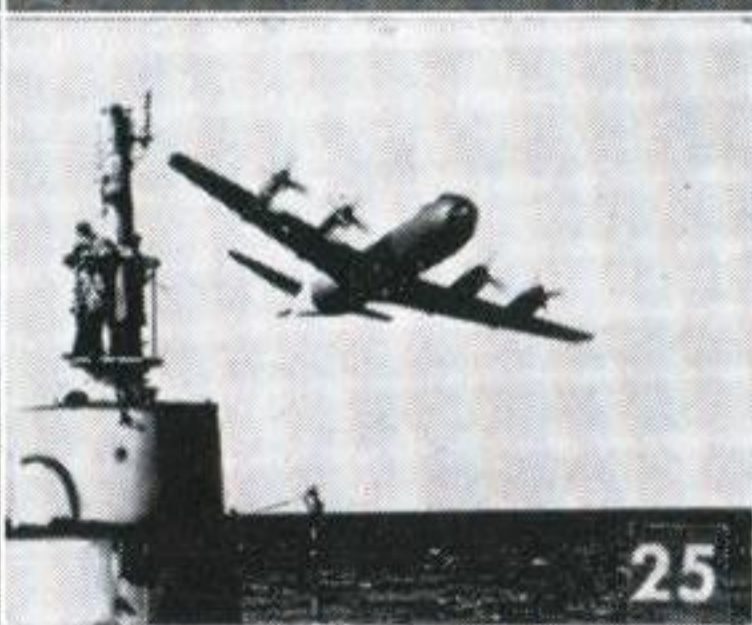
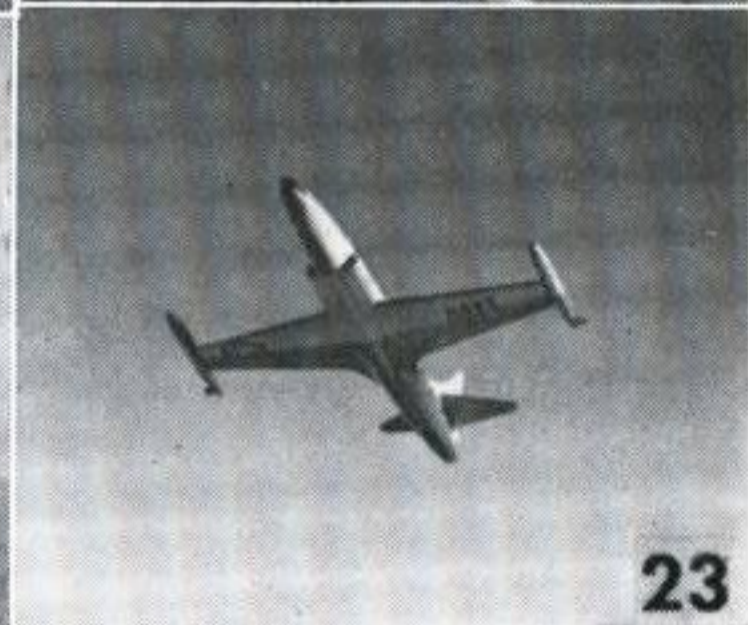
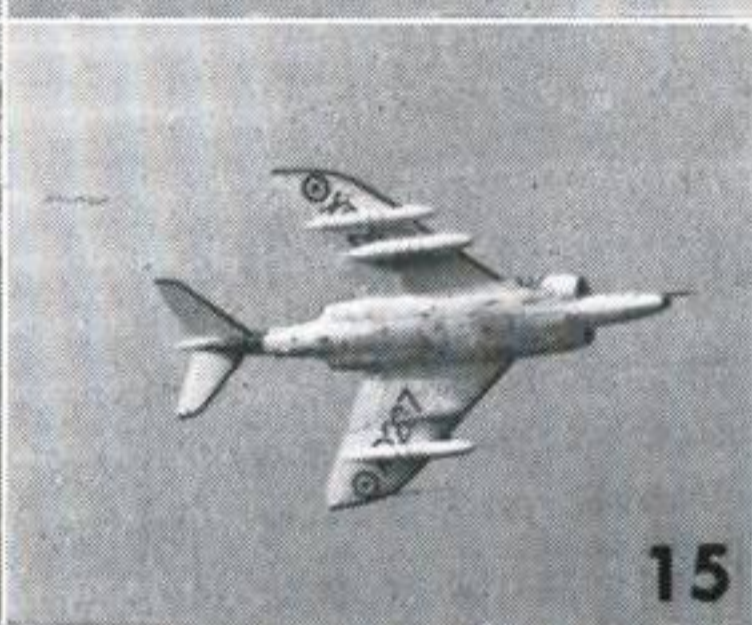
Skymaster no doubt fits well into the nomenclature adopted by Cessna, but to us the Skymaster is still the DC-4 or the C-54 as it is in the U.S. Air Force and Navy.

Just to keep you in the picture here are Douglas DC types which are still widely used—from top to bottom: DC-3 Super Dakota, DC-4 Skymaster, DC-6, DC-7. The DC-8 was the part subject of a lesson in our January 1963 edition.



Naval types

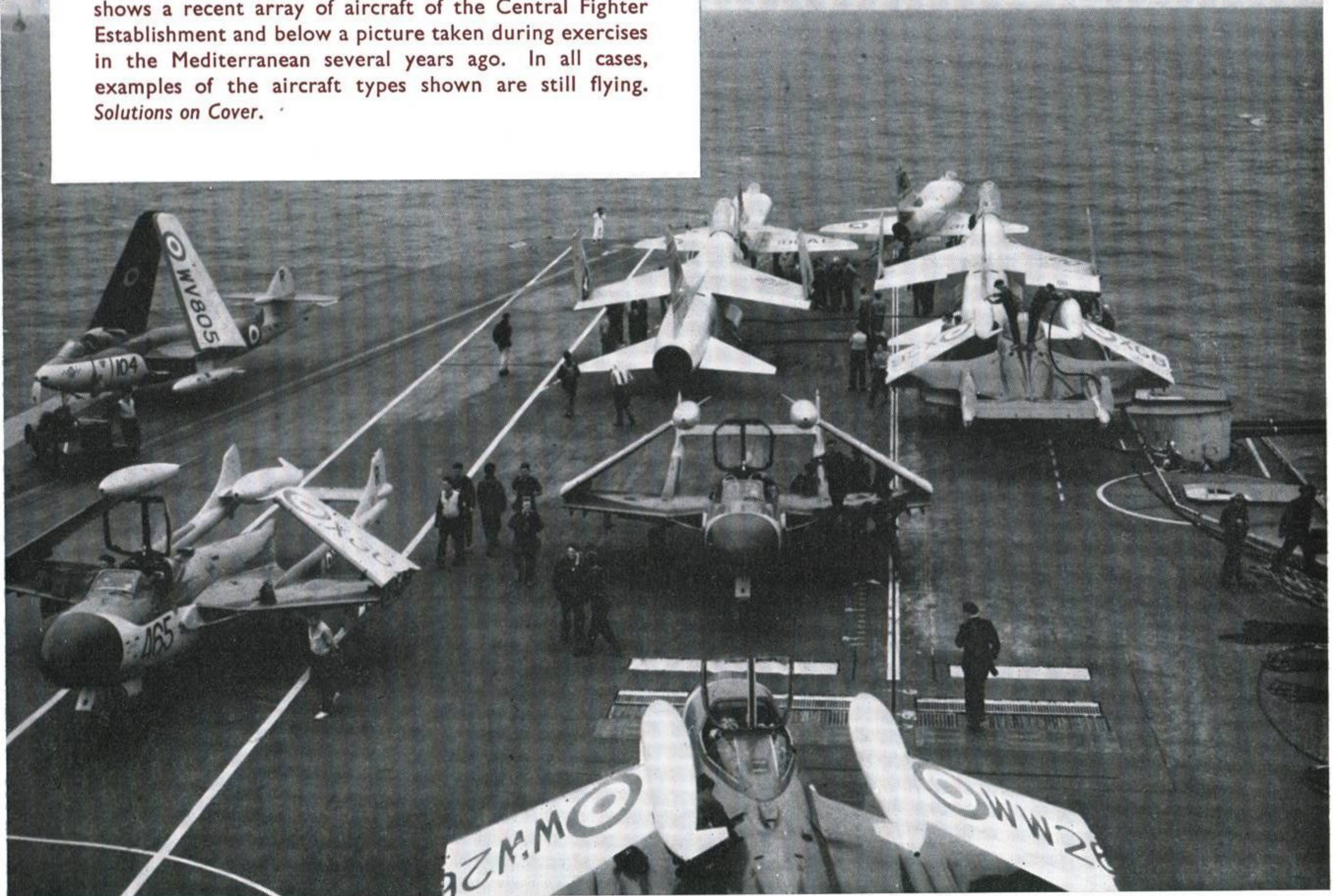
A selection of aircraft operated by the navies of four world powers for your identification. The solutions will be found on the cover.





FURTHER TESTING

A two-picture test of your training. The view above shows a recent array of aircraft of the Central Fighter Establishment and below a picture taken during exercises in the Mediterranean several years ago. In all cases, examples of the aircraft types shown are still flying. Solutions on Cover.





Cover Photo: Orion. In rather the same way that the basic Britannia design was adapted for the Royal Canadian Air Force as their Argus, so the turbo-prop Lockheed Electra airliner has been adapted as the U.S. Navy's latest anti-submarine patrol aircraft, the P-3A Orion.

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HUSTLER B-58

All targets are of **B-58 Hustlers** except No. 15 which is an **F-106 Delta Dart** and No. 20 which is an **F-6A Skyray**.

Page 134

CREEK

All targets are of **Creeks** except No. 21 which is an **Auster A.O.P.9**.

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FURTHER TESTING

Top picture—background, left to right: Anson, Meteor, Meteor, Chipmunk; foreground, left to right clockwise: Spitfire (PS853 maintained in flying condition), Lightning, Javelin, Hunter F.6, Hunter T.7.

Bottom picture—left, top and bottom: Seahawk and Sea Venom respectively; middle line, background to foreground: Skyhawk, Crusader, Sea Venom, Sea Venom; right-hand line, top to bottom: Skyhawk, Crusader, Sea Venom.

Solutions to Airborne Headaches No. 88, in the July, 1963, edition:

- | | | | |
|-----------------------|---------------|------------------------|----------------|
| 865. Crate | 869. Beaver | 873. Colt | 877. Fiat C.91 |
| 866. Super Sabre | 870. Hare | 874. Comet 4 | 878. Sea Vixen |
| 867. Camel | 871. Canberra | 875. F-104 Starfighter | 879. Tracker |
| 868. Shackleton M.R.3 | 872. Draken | 876. Jet Provost | 880. Pembroke |

Errata

Issue: July 1963	Lesson: Herald	Correction: Target No. 30 is a Friendship
" July 1963	" Auster	" Target No. 3 is a Beaver
" August 1963	" Brigadyr	" Target No. 22 is a Broussard

Solutions to tests and exercises

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HU-16 ALBATROSS

All targets are of **Albatross** amphibians except No. 13 which is a **Piaggio P.166**. As far as can be ascertained full designations, service and role are as follows:

1. CSR-110 Royal Canadian Air Force (Rescue)
2. HU-16B United States Air Force (Anti-submarine)
3. HU-16A United States Air Force (Rescue)
4. HU-16B United States Air Force (Anti-submarine)
5. HU-16C United States Navy (Utility)
6. HU-16A Philippine Air Force (Rescue)
7. HU-16A United States Air Force (Rescue)
8. HU-16D Federal German Republic (Rescue)
9. HU-16A United States Air Force (Rescue)
10. HU-16C United States Coast Guard (Rescue)
11. HU-16As U.S. Navy (bottom) U.S.A.F. (middle) and U.S. Coast Guard (top)
12. HU-16B United States Air Force (Anti-submarine)
13. Piaggio P.166 (Joker)
14. HU-16B United States Air Force (Anti-submarine)
15. HU-16 United States Air Force (Rescue)
16. HU-16 United States Air Force (Rescue)
17. HU-16 United States Air Force (Rescue)
18. HU-16 United States Air Force (Rescue)
19. HU-16B United States Air Force (Rescue)
20. HU-16D Federal German Republic (Rescue)
21. HU-16A United States Air Force (Rescue)
22. HU-16A United States Air Force (Rescue)
23. HU-16B United States Air Force (Anti-submarine)
24. HU-16Bs Royal Norwegian Air Force (Anti-submarine)
25. HU-16A United States Air Force (Rescue)
26. HU-16A United States Air Force (Rescue)
27. HU-16C United States Navy (Utility)
28. HU-16A United States Air Force (Rescue)
29. HU-16B United States Air Force (Anti-submarine)
30. HU-16D Federal German Republic (Rescue)
31. HU-16B Royal Norwegian Air Force (Anti-submarine)
32. HU-16A United States Air Force (Rescue)
33. HU-16A United States Air Force (Rescue)

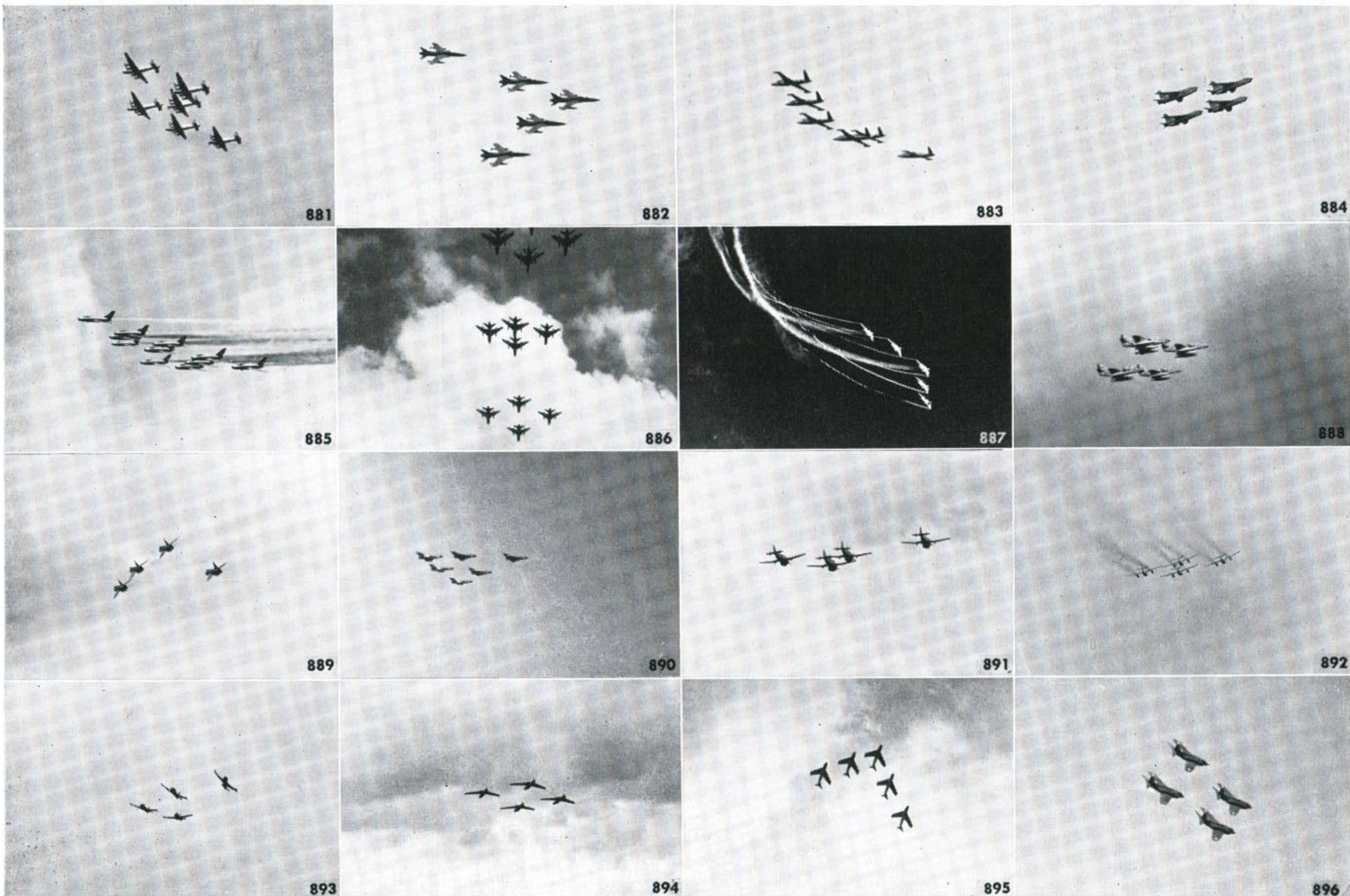
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NAVAL TYPES

- | | | |
|-------------------|--------------------------------------------------|-----------------------|
| 1. F-4 Phantom II | 14. E-1B Tracer | 26. UH-2A Seasprite |
| 2. SH-3A Sea King | 15. Scimitar F.1 | 27. Alizés |
| 3. F-8 Crusader | 16. A-4B Skyhawk | 28. F-1 Fury |
| 4. S-2 Tracker | 17. Étendard IV-M | 29. A-4B Seahawk |
| 5. F-6 Skyray | 18. EC-121 Super Constellation (or Warning Star) | 30. F-4 Phantom II |
| 6. Madge | 19. Buccaneer S.1 with Whirlwind in background | 31. P-2 Neptune |
| 7. C-1 Trader | 20. A-1 Skyraiders | 32. A-3A Skywarrior |
| 8. E-2 Hawkeye | 21. Wessex H.A.S.1 | 33. Mallow |
| 9. Gannet A.E.W.3 | 22. A-5A Vigilante | 34. Whirlwinds |
| 10. F-3 Demon | 23. T-1A Seastar | 35. P-5B Marlin |
| 11. Wasp A.S.1 | 24. A-6A Intruder | 36. T-2 Buckeye |
| 12. TF-9J Cougar | 25. P-3A Orion | 37. A-5 Vigilante |
| 13. A-6A Intruder | | 38. Sea Vixen F.A.W.1 |

AIRBORNE HEADACHES

No. 89



Submission dates to answers to Airborne Headaches No. 89 will be notified at Group Headquarters.