

THE ROYAL



OBSERVER CORPS

# RECOGNITION

*Journal*  
and R.O.C. GAZETTE



Volume 6 FEBRUARY 1964 No. 2



Iraqi Air Force Markings have rather a distinctive shape as Burma and Mexico are the only other countries to use a triangle, but their fin flash has changed its form recently as the marking on this Cub shows.



Indonesian Gannets display national insignia in the nose area. The anchor indicates their naval arm and this motif is absent on aircraft of their Air Force.

Since Air Diagram 7314A-G National Markings was notified in our March 1962 Edition there has been a number of new national insignia introduced as well as several changes in designs. New insignia such as of the Air Forces of Algeria, Cameroun Republic, Muscat and Oman, Libya, Mauretania, Senegal, Somalia, Tunisia and the Yemen have been introduced while several others have changed their form, such as those of Albania and Iraq.

## Flying colours again

These markings, apart from their increasing range—there are now nearly 100 basic national insignia—vary in a number of cases for each nation according to the force to which the aircraft belongs, for example, the naval air arms of the Argentine, Chile, France, Indonesia and Uruguay have an anchor symbol additional to the insignia of their purely military aircraft. In the case of British aircraft, the R.A.F. apply a fin flash of red, white and blue whereas the Fleet Air Arm and Army Air Corps do not. In the Brazilian forces the Air Force has a star insignia and the Navy a roundel. Thus the variations in national insignia total well over the one hundred mark.

Normally National Markings are placed on the fuselage sides and wings with an associated fin flash or rudder striping. While the rudder offers the best position visually there is, in some forces, an aversion to painting markings on a control surface. Positions for markings also vary within a force; the R.A.F. places its familiar red, white and blue roundel on the wings of its trainers but not under the wings of its "V" Bombers. In American Services the insignia, to aid recognition, is placed under the starboard wing only and on top of the port wing.



THE ROYAL

OBSERVER CORPS

RECOGNITION JOURNAL  
AND R.O.C. GAZETTE

The Royal Observer Corps Recognition Journal and Gazette is a monthly publication produced by the Directorate of Flying 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
Starfighters (cover) ... ..	17
Flying Colours Again (editorial) ... ..	18
* Cub ... ..	20
Roundup ... ..	22
Briefs ... ..	26
Blowing Your Own Trumpet, by Observer Officer A. W. Hall ... ..	27
In Passing ... ..	31
Solutions to Tests and Exercises ... ..	32

\* Identification Lesson

At a distance and in bad light, colour cannot be discerned and insignia shape becomes more important than colour. In this respect probably the American insignia, with its white band in addition to the star, is the most efficient of all.

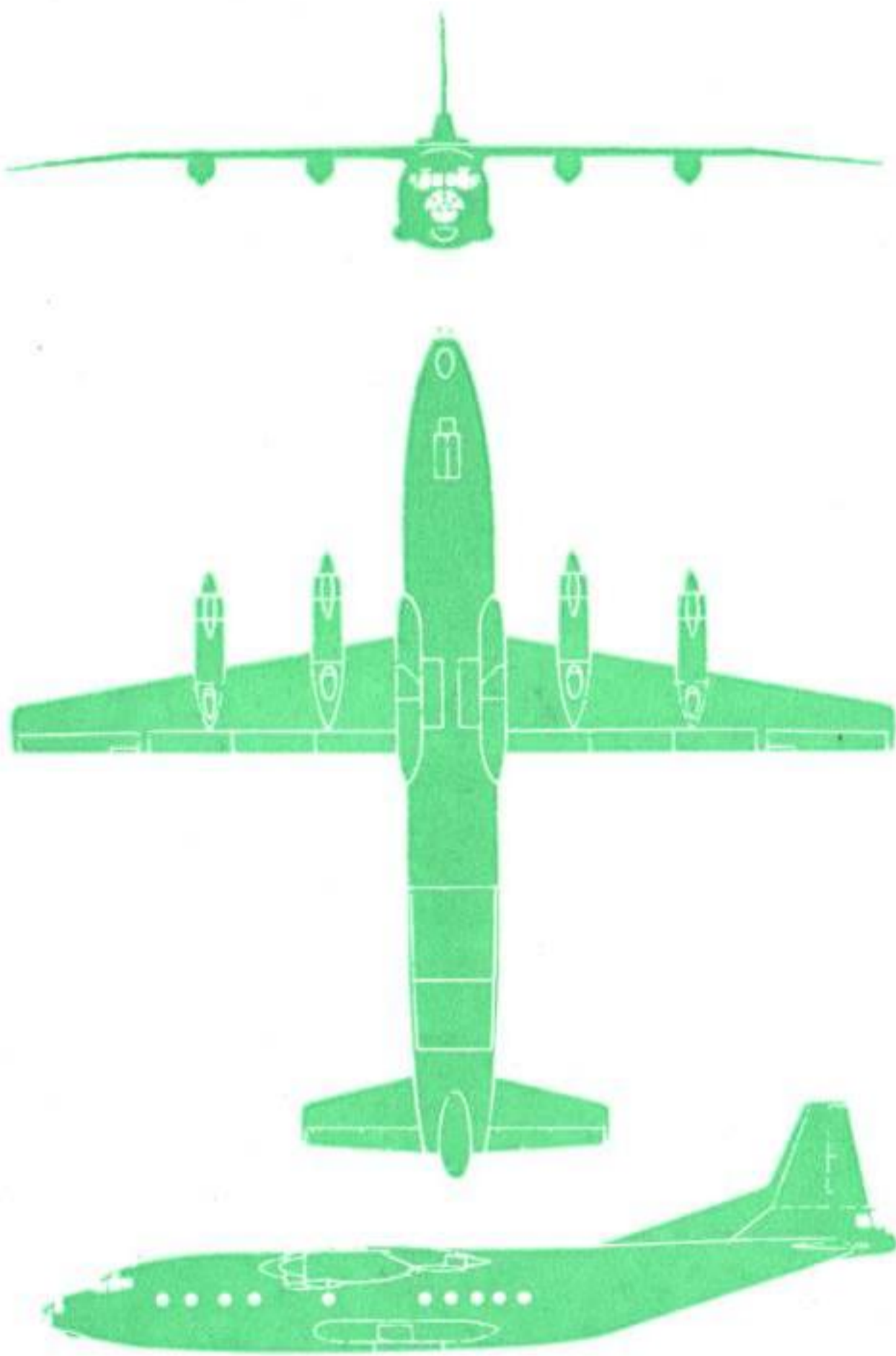
While the insignia of the World's Air Forces should be known, this knowledge is no substitute for recognition training. When considering their variety and the inconsistencies in their marking, as well as the difficulties of discerning the shape and colour of such small markings, it is evident that they are of little operational value and are more symbolic than functional. Identification for all practical purposes depends on recognising the aircraft's outline by a type name.



This Otter with its service clearly marked, apart from the distinctive U.S. insignia, has high visibility paint surfaces on wings and tail to assist search in the event of forced landing in remote areas; but in service as army liaison aircraft in the field, Otters have a plain olive drab finish as a camouflage.



Span 125 feet



## CUB

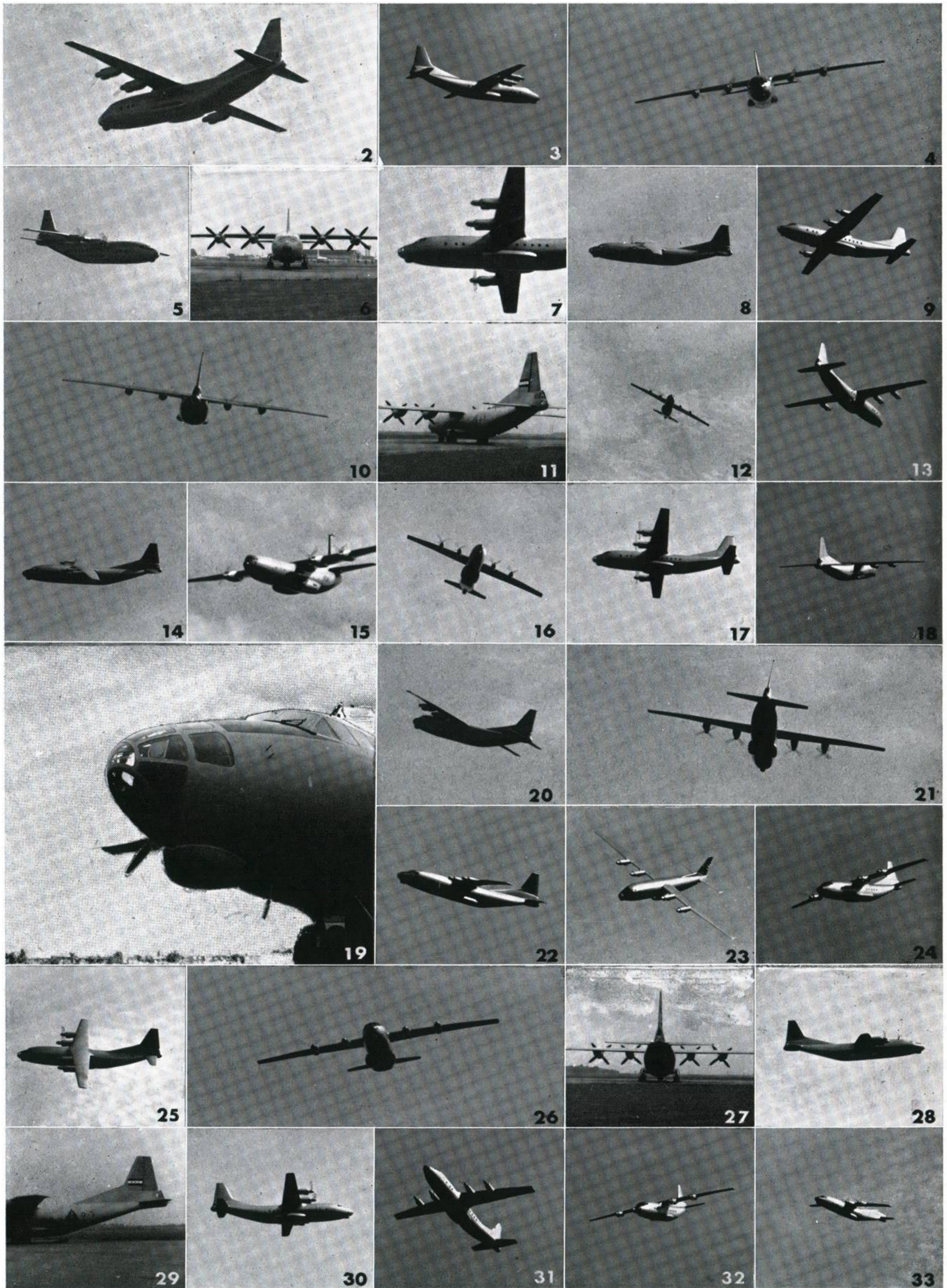
The An-12 Cub is the military version of the An-10 Cat, but several have been adapted for civil use. It differs from the Cat by an upswept tail to facilitate a rear fuselage loading ramp for vehicles and equipment, and by a rear turret position. Unlike most versions of the Cat, the Cubs do not have auxiliary fins on the extremities of the tailplane.

Apart from service in the U.S.S.R., Cubs have been reported in military service in India, Indonesia and Iraq.

Let the lesson instructions on page 31 be your guide in learning to identify the Cub and test the effect by checking with our solution on the cover.



Photograph by courtesy of Flight International.

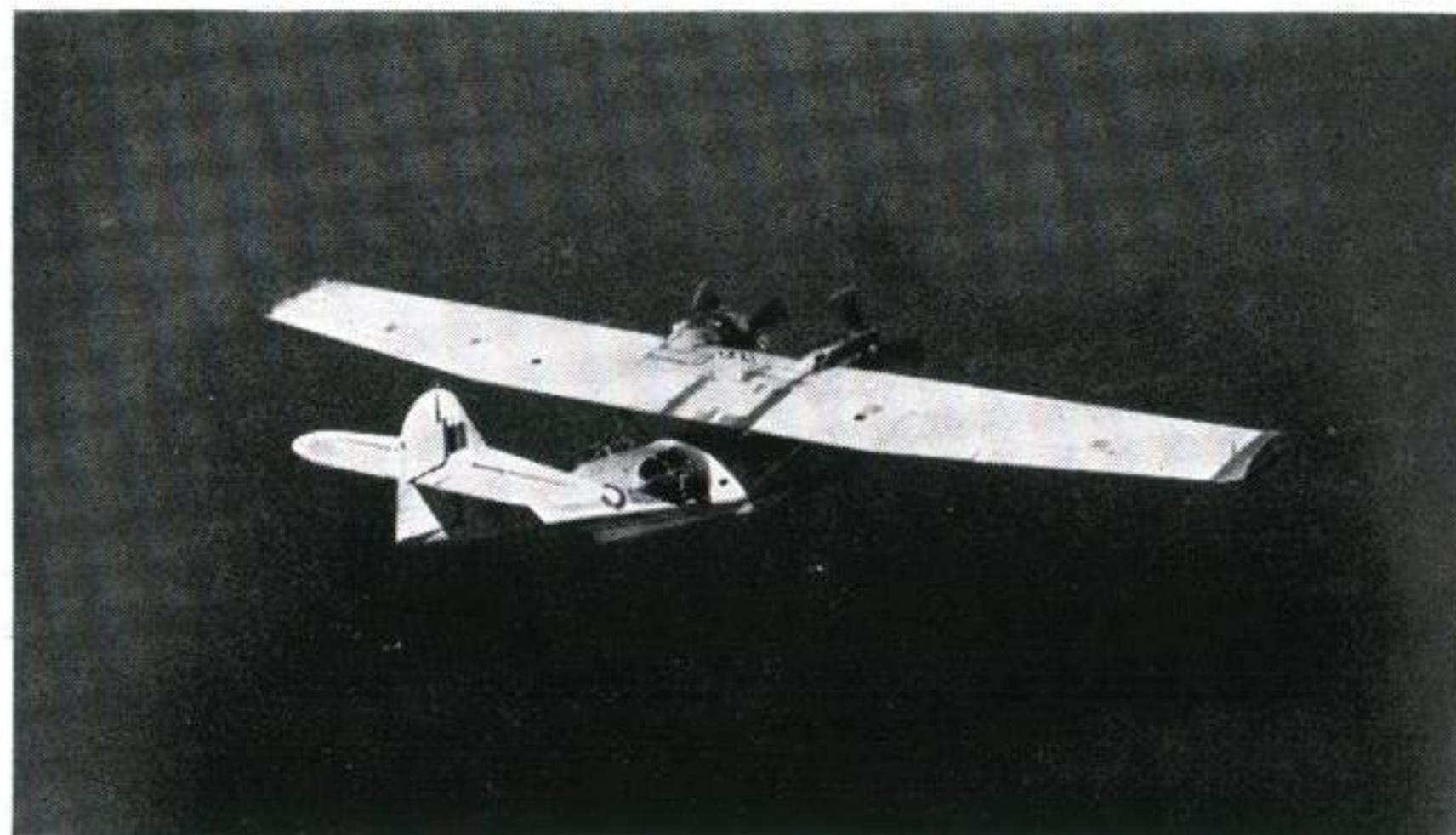


# ROUNDUP

Prior to 1959 the Royal Observer Corps was issued with the *Joint Services Recognition Journal*, but from January 1959 this *Journal* was produced exclusively for the Corps. Having now run for five volumes it is time that it was considered an entity with adequate cover given, within these volumes, to all major aircraft types. A particular reason for this is that back-number stockholding does not normally exceed five years and copies of the *Joint Services Recognition Journal* prior to the *Royal Observer Corps Journal* are no longer available. Since there are several hundred different types of aircraft flying and it is only possible, indeed practicable, to include around fifty aircraft-type identification lessons in each volume, the following silhouettes and photographs provide a reference section to some of the older aircraft types still in military service.



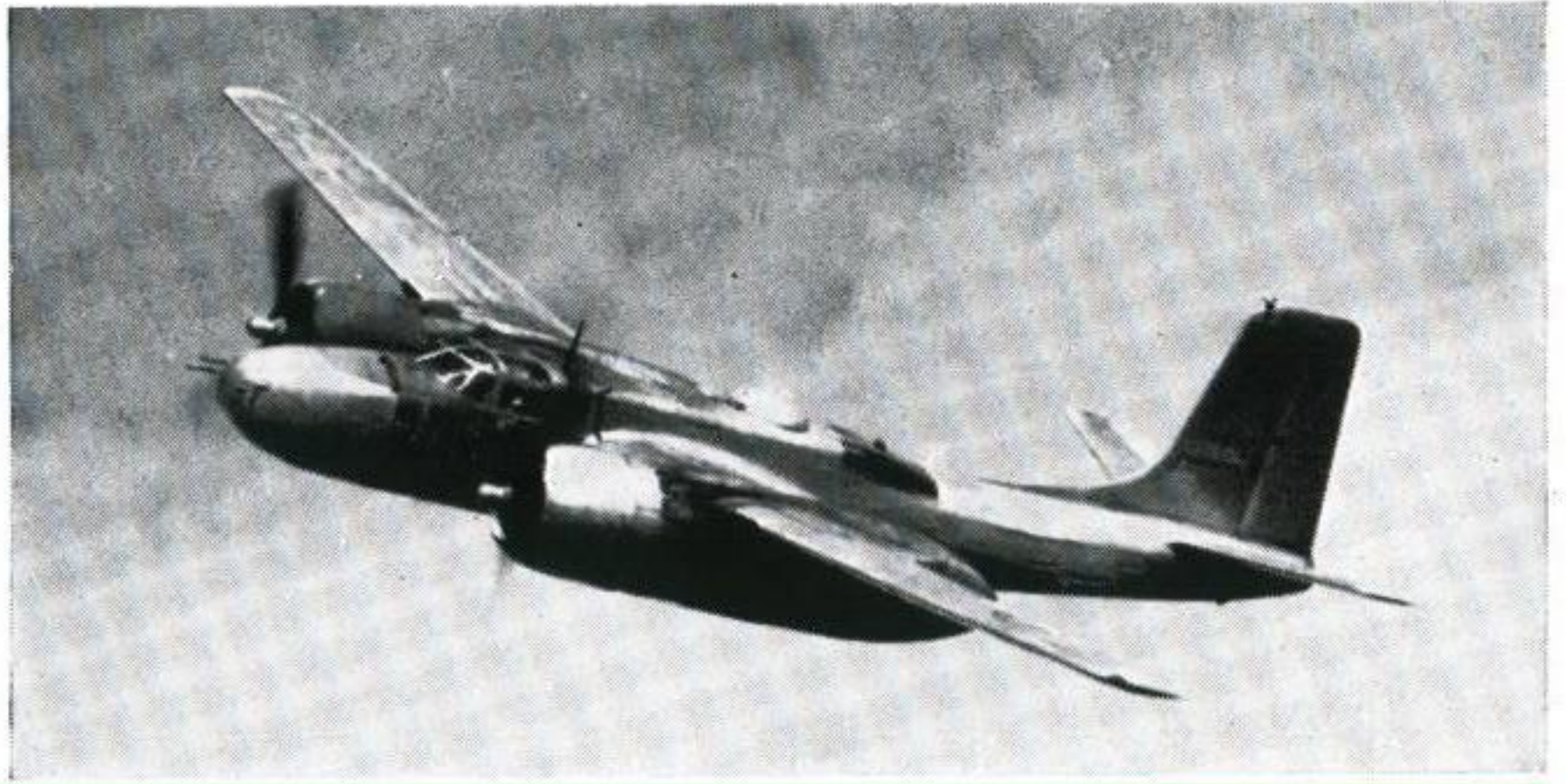
Catalina



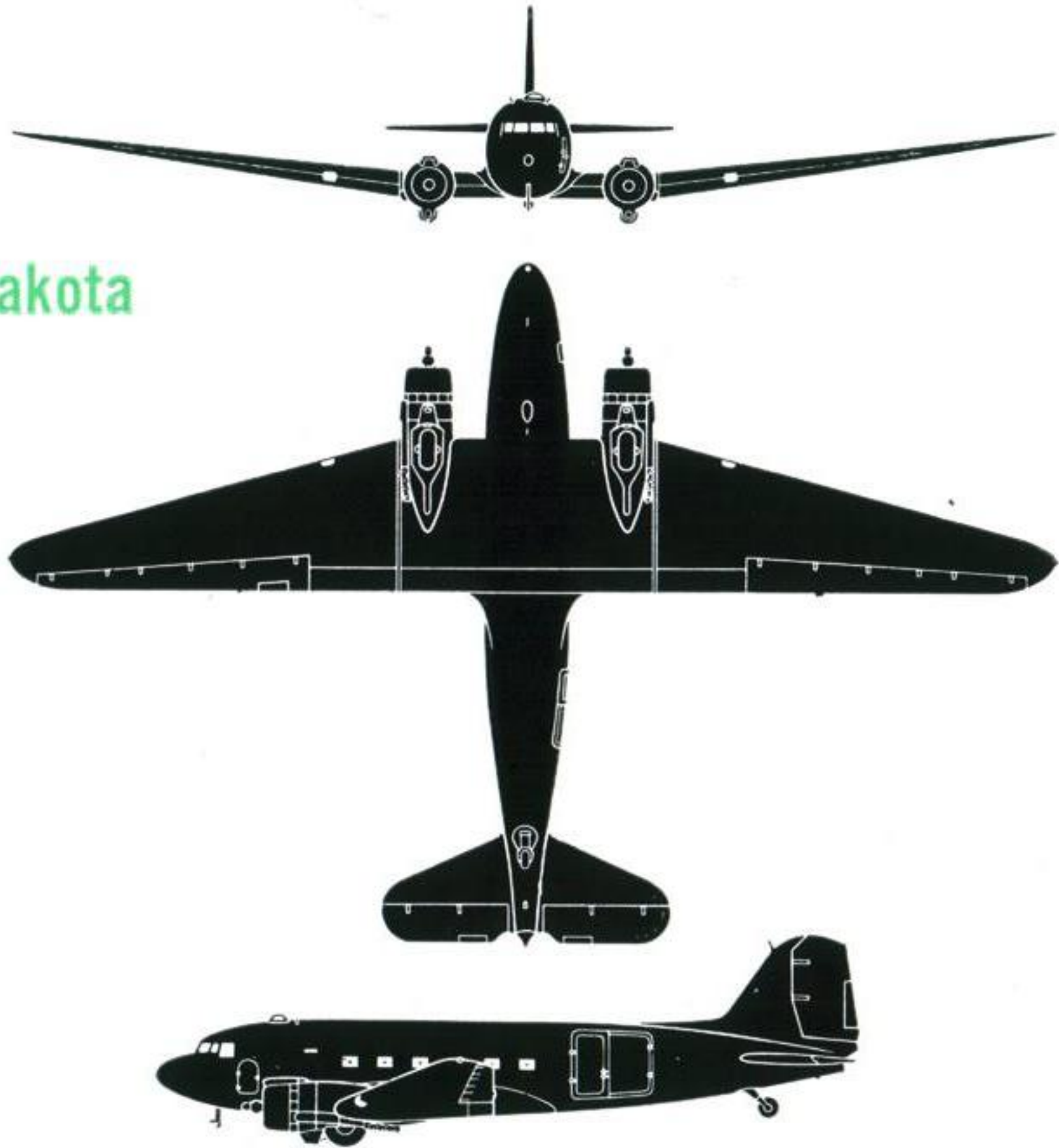
Cessna 180



Invader



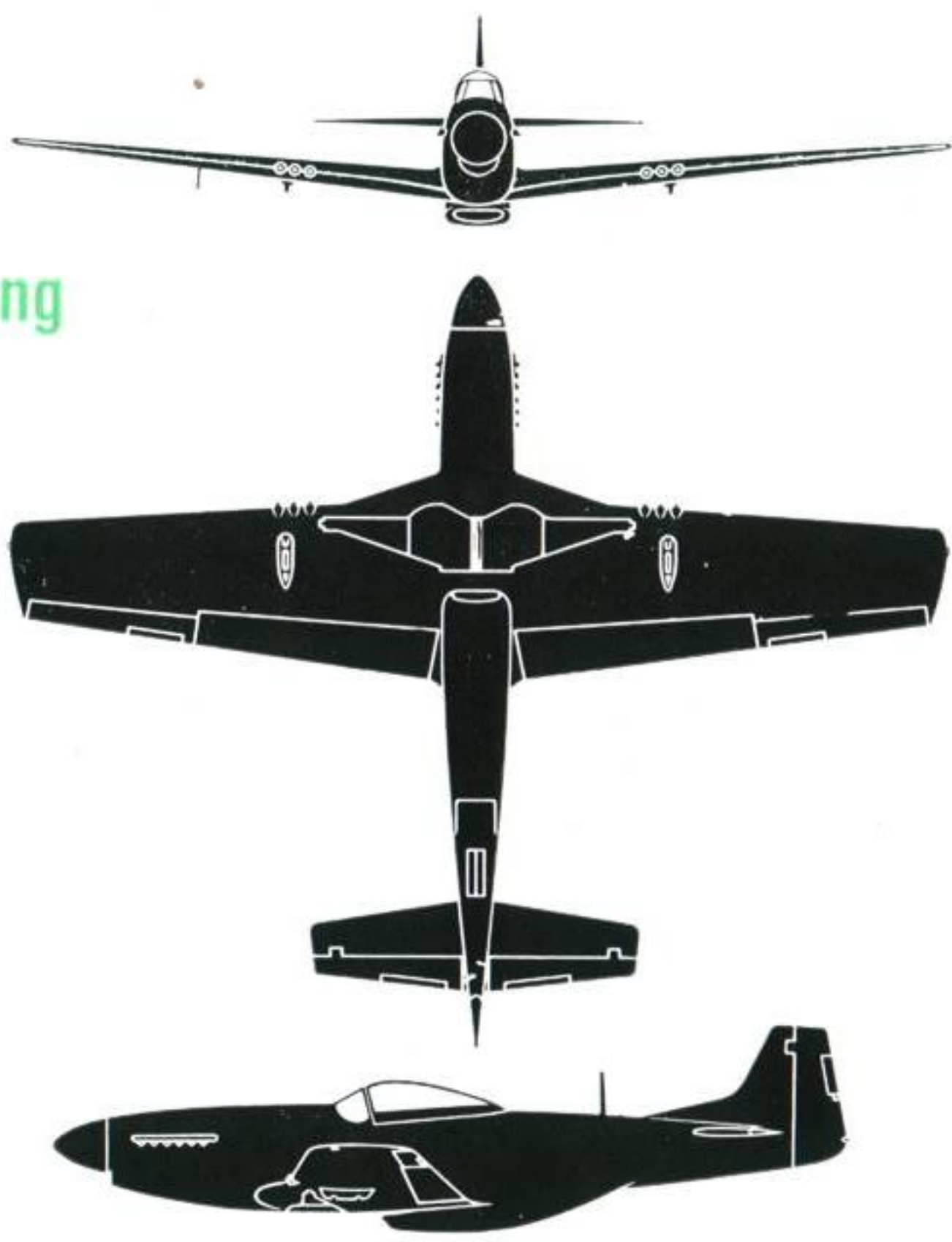
Dakota



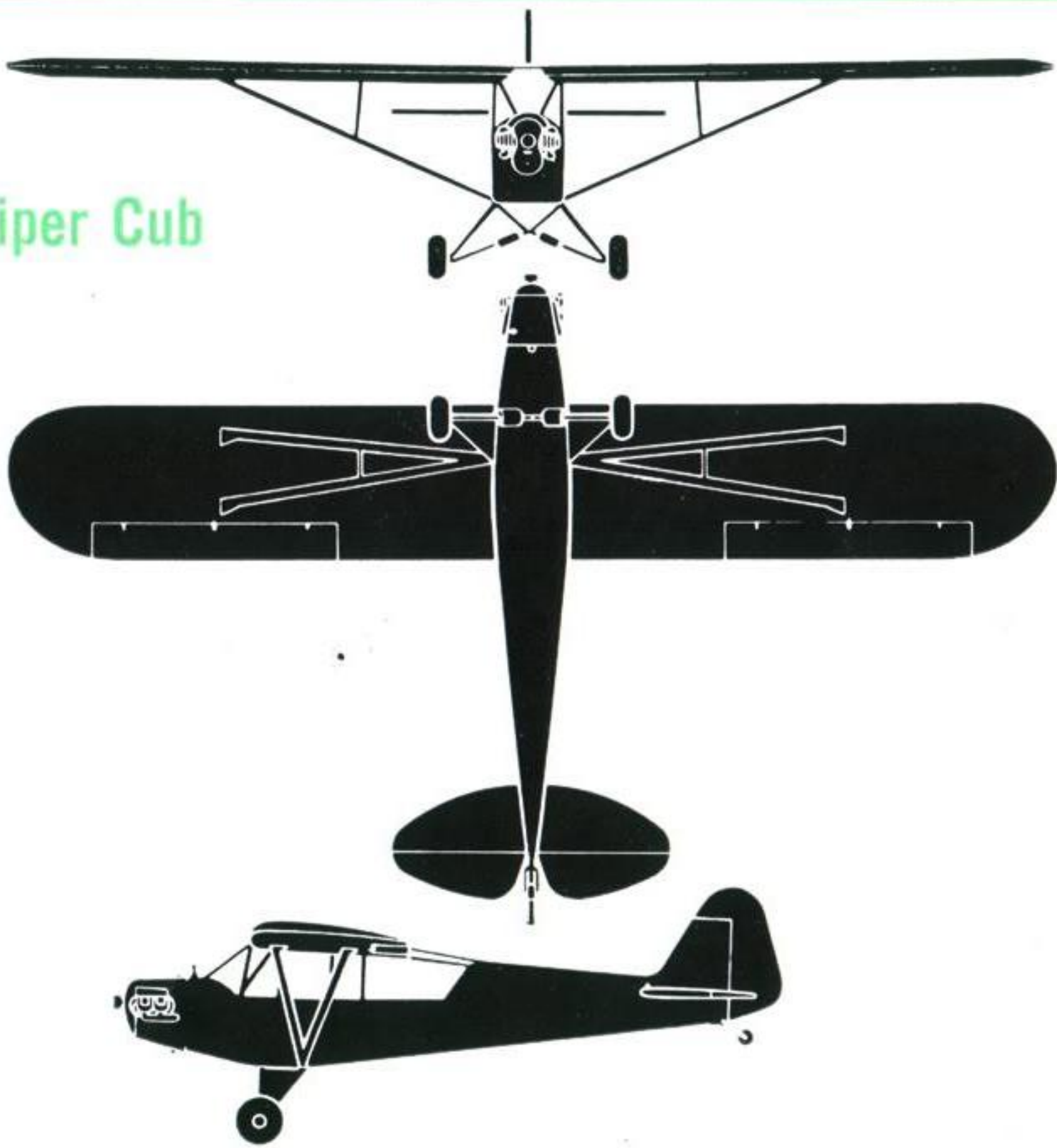
Hare



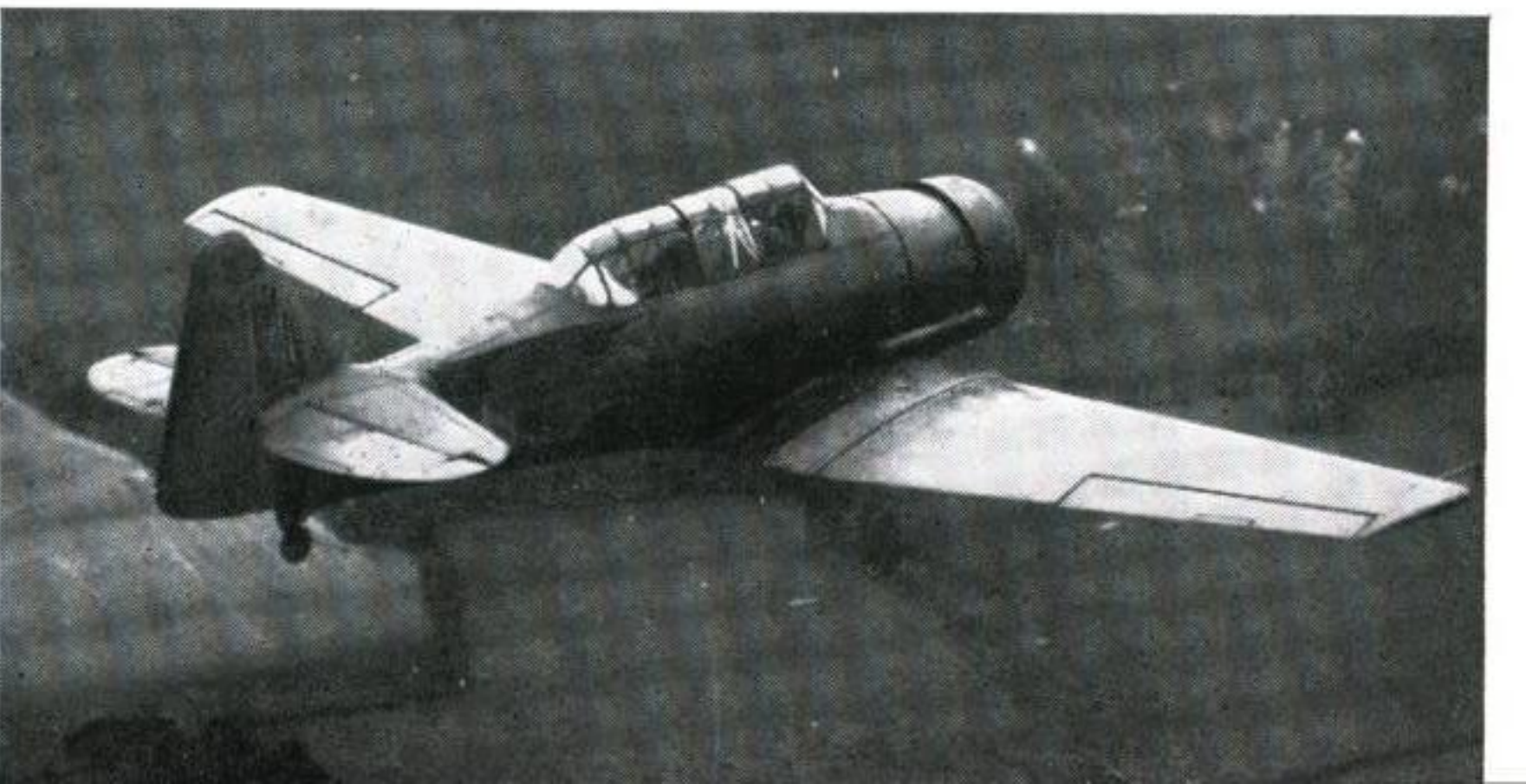
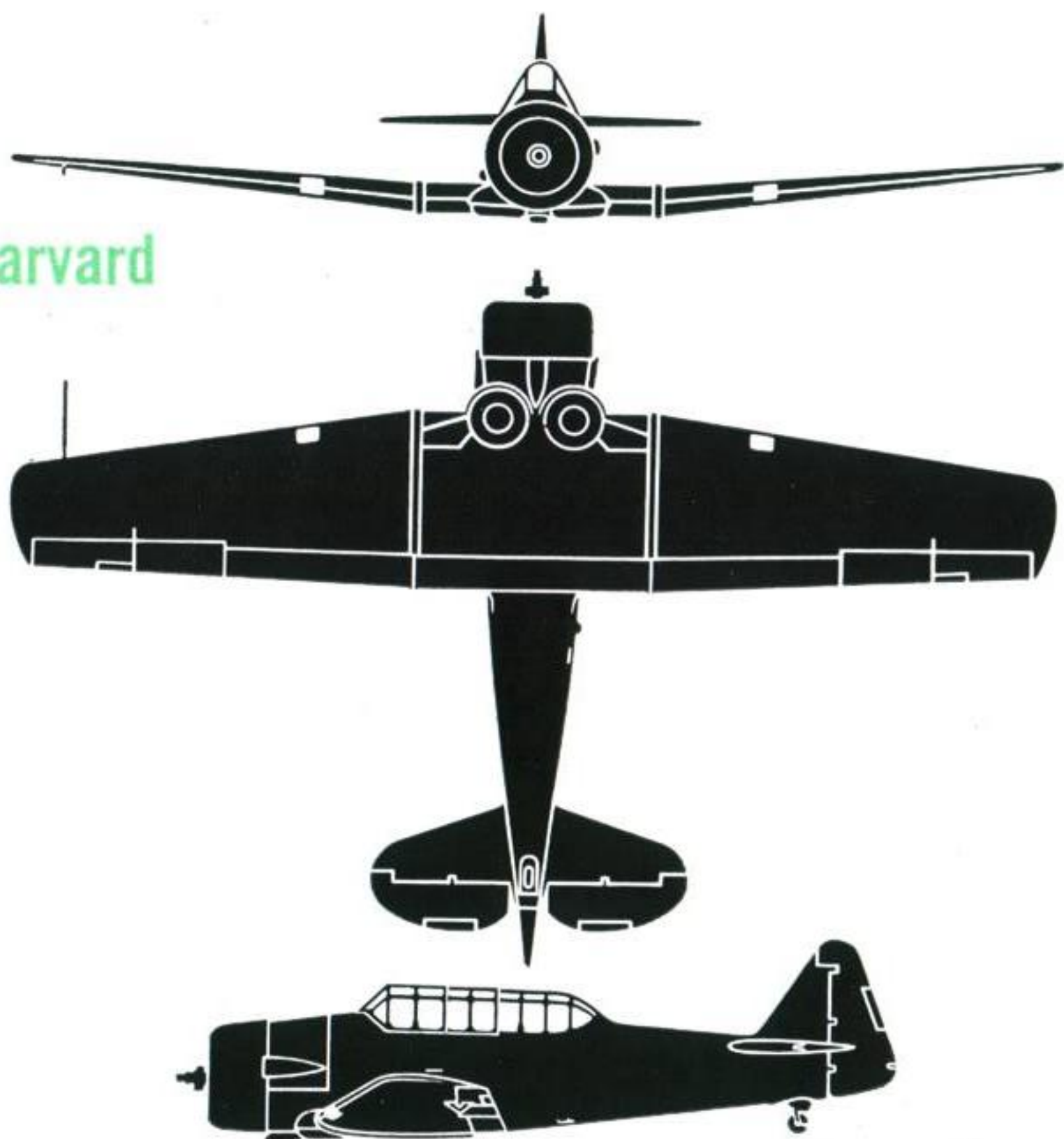
Mustang



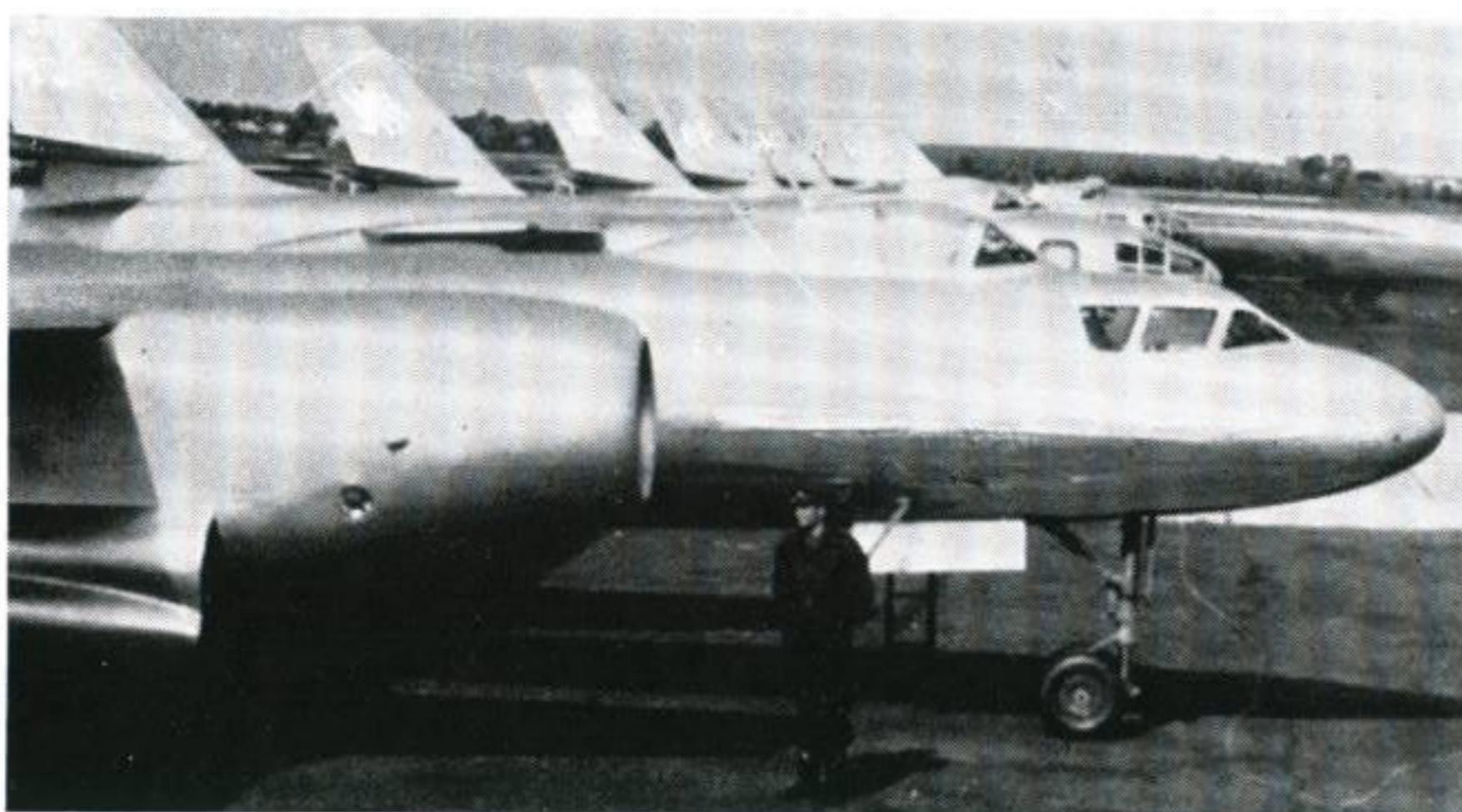
Piper Cub



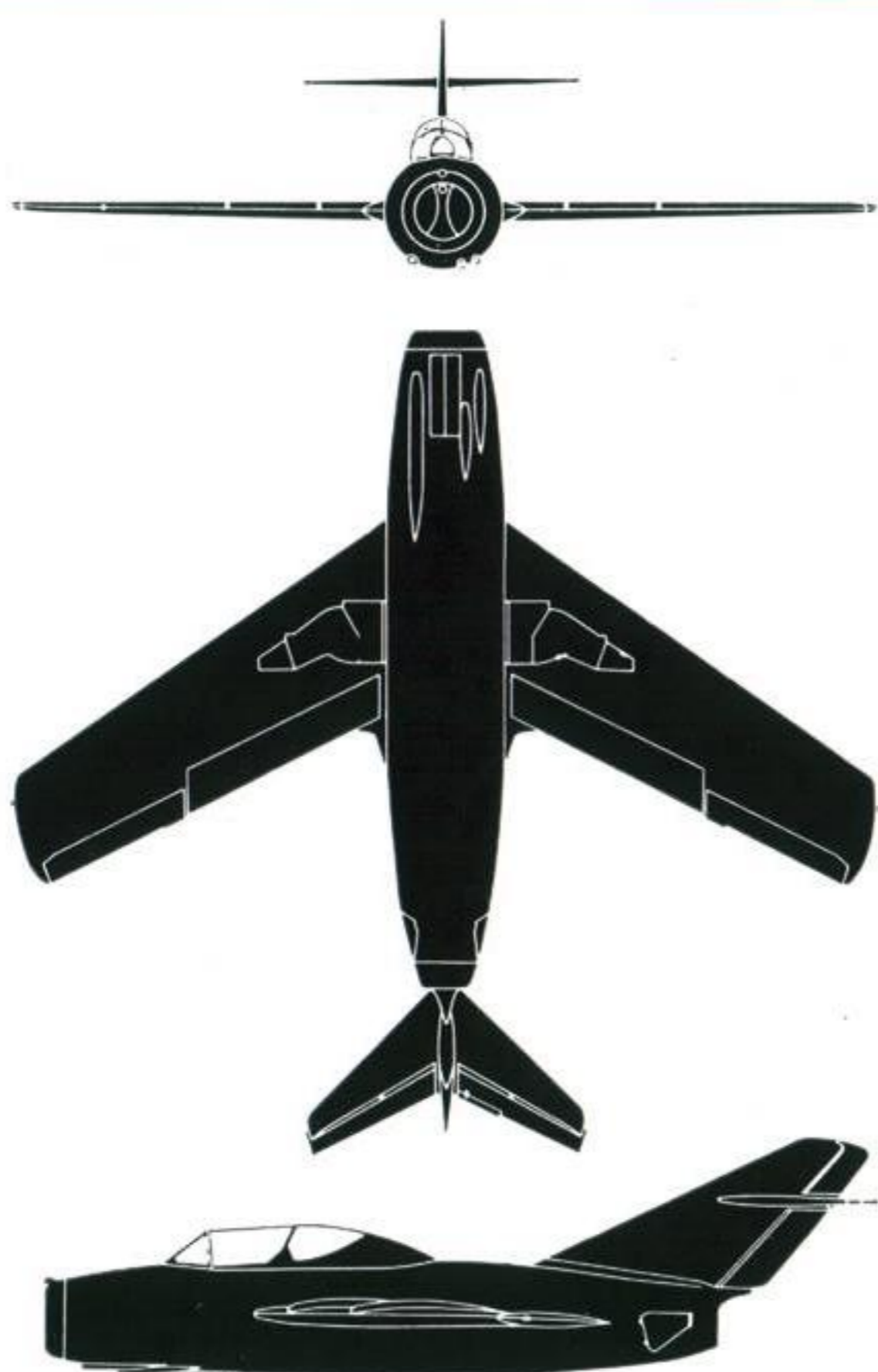
Harvard



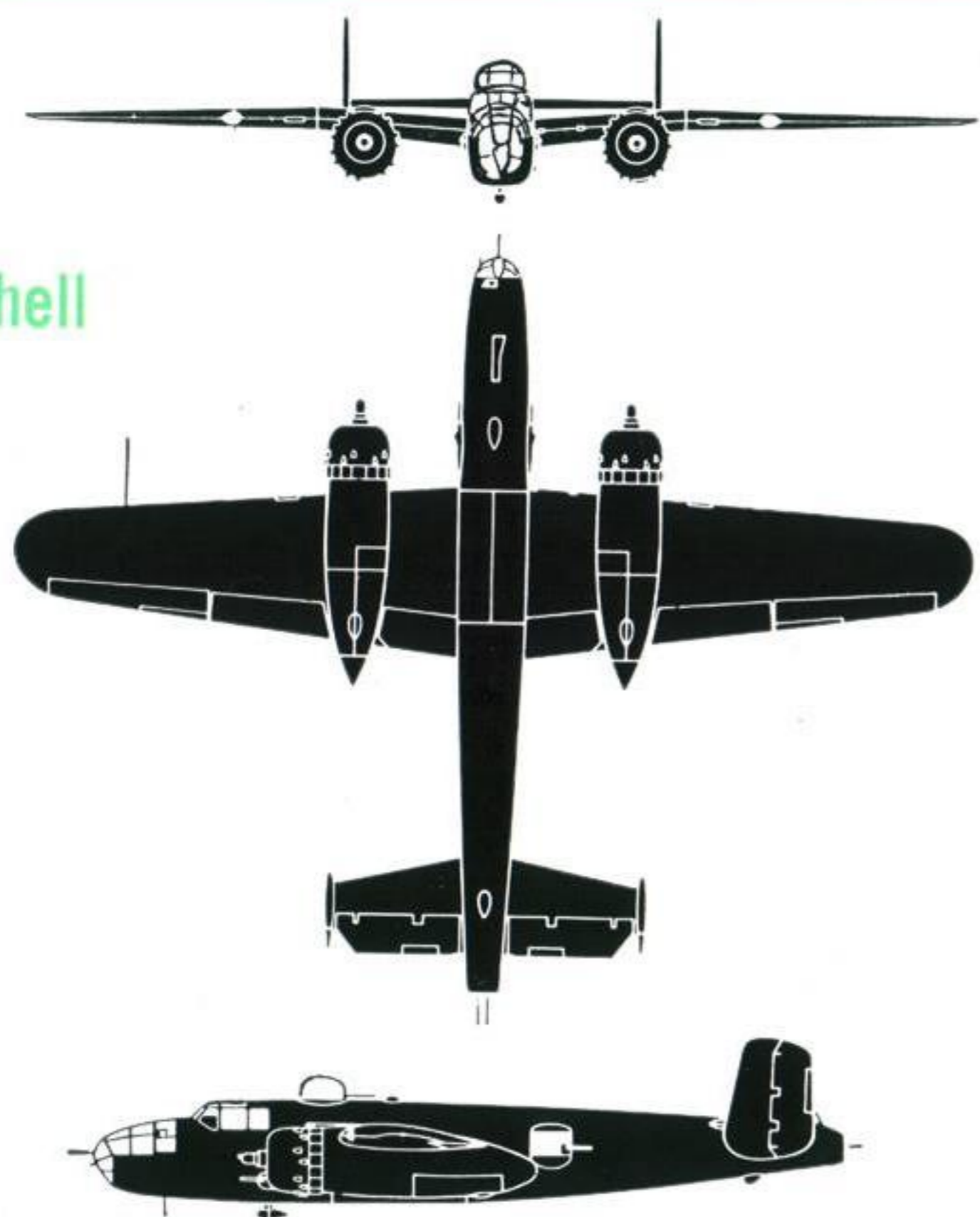
Mascot

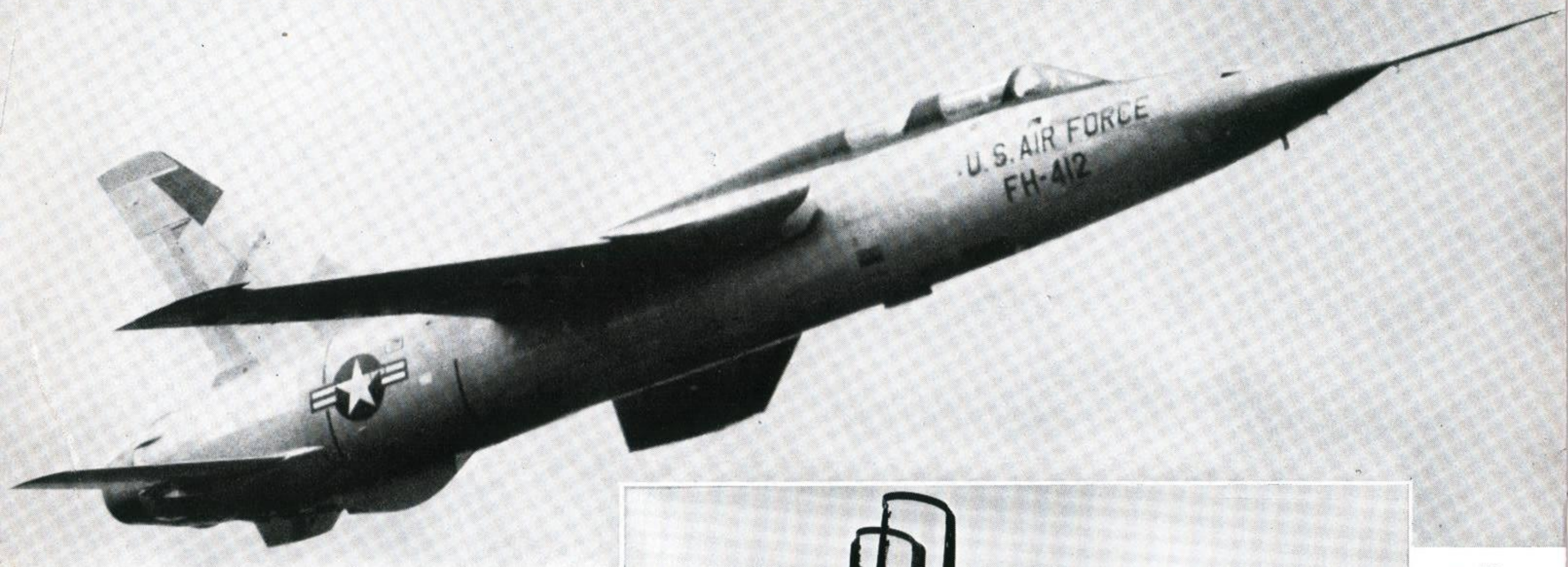


Midget



Mitchell





Air and ground shots of the new F-105F, the two-seat Thunderchief.



## BRIEFS



Photographed at R.A.F. Coningsby, who kindly sent us this shot of an ex-R.A.F., ex-Dutch, ex-Belgian, ex-COGEA Spitfire now on the British Civil Register.



Five Fokker Friendships ordered by Malayan Airways were delivered this year making a total delivery of some 250 to 80 operators in 24 different countries.



The personal helicopter of President Sukarno of Indonesia, a Bell 47J Ranger

# BLOWING your own trumpet

Now that the Royal Observer Corps has been fully equipped with the necessary instruments to detect fallout and the building programme both at posts and centres virtually completed, the organisation is in a position to carry out the tasks assigned to it in the event of nuclear war.

But as in most things of this nature there's a snag and from every point of view, this snag is a big one. It concerns manpower and the only way to overcome it is by intensive recruiting campaigns throughout the country.

The Public Relations Officers who were appointed two years ago to publicise the activities of the corps have done, and are still doing, a magnificent job, but publicity need not be left to these few people alone.

For the next few years it is the prime responsibility of every member of the Corps to assist in bringing his or her post or operations room crew up to strength for without the observers to man the shiny new ops. rooms or post monitoring rooms, the whole vitally important operation will fall flat on its face!

## You needn't be an expert

Whenever I have spoken to posts or crews about publicity I have almost invariably met the question from the ordinary observer who is not trained in publicity and advertising matters asking how he can be expected to cope with a totally new situation?

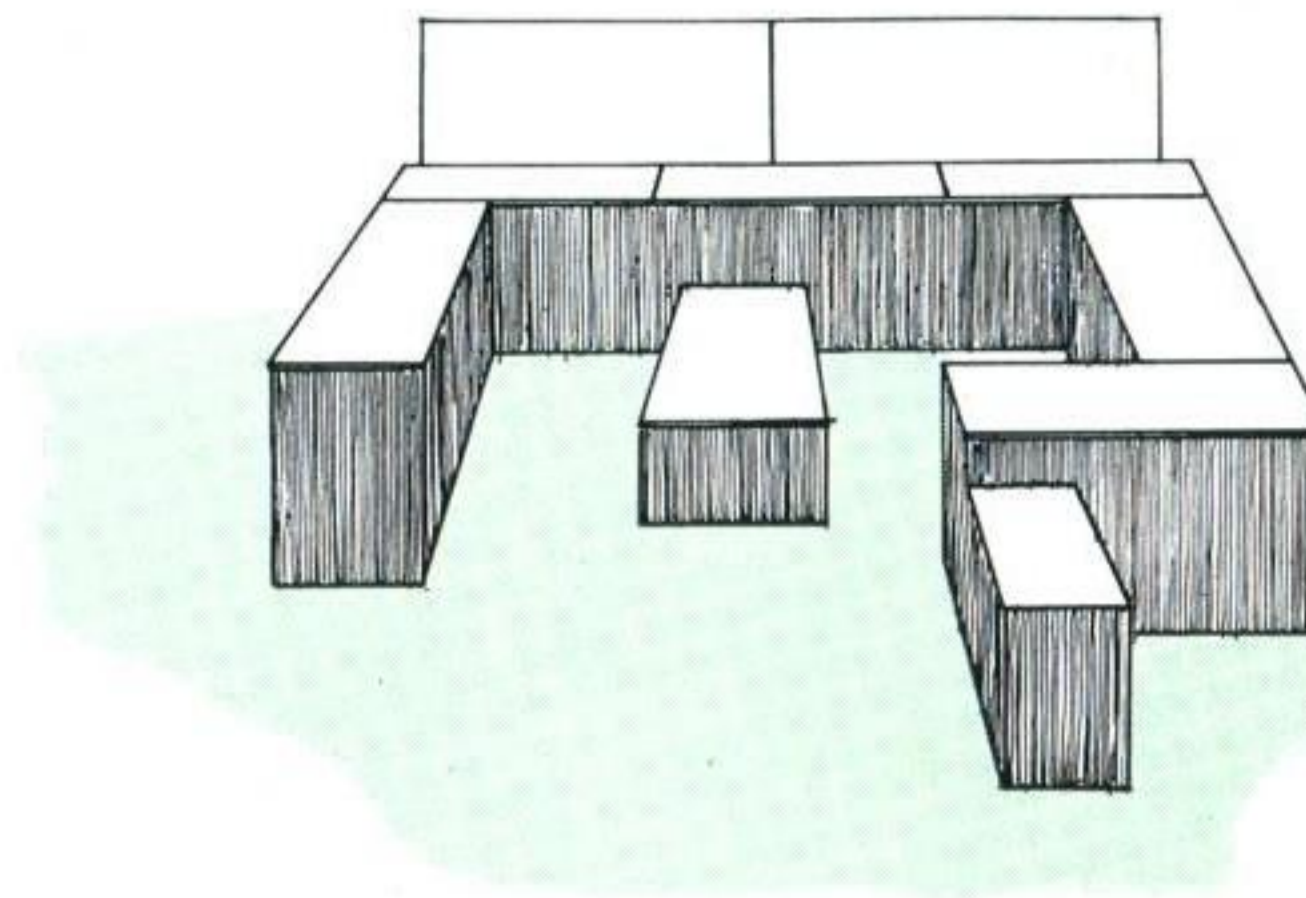
The answer is generally a common sense one. The P.R.O.s in the Groups should be able to handle the overall problem of informing the public of the existence of the Corps, and what we do, through press releases to the local newspapers and by talking to organisations and at public meetings.

The job of the ordinary observer is to make sure that these efforts by the P.R.O. are followed up by *personal* contact with the public, as without this the P.R.O. is just wasting his time and public money.

## The best method

Everyone will agree that to do this personal contact job it is better to get a large mass of the public together at one place rather than spend a great deal of time with individuals who may, or may not, decide to join. And where, may you ask, are we to find this crowd who are just waiting to join up?

Every town, and in a lot of cases villages, has some annual event organised by the local council, or other public spirited body, at which the Boy Scouts, Red Cross, Civil Defence and so on have a stand to show the public what they do and



by Observer Officer  
A. W. HALL

possibly get a few recruits. These shows are sometimes organised on a county basis but in the south of England, at least, there are countless small shows which can be used by local posts and centres to further their aims. There are also the Battle of Britain "Open Days" at R.A.F. stations in September; how many R.O.C. Groups actually organised an R.O.C. recruiting stand during these invaluable events last year I wonder?

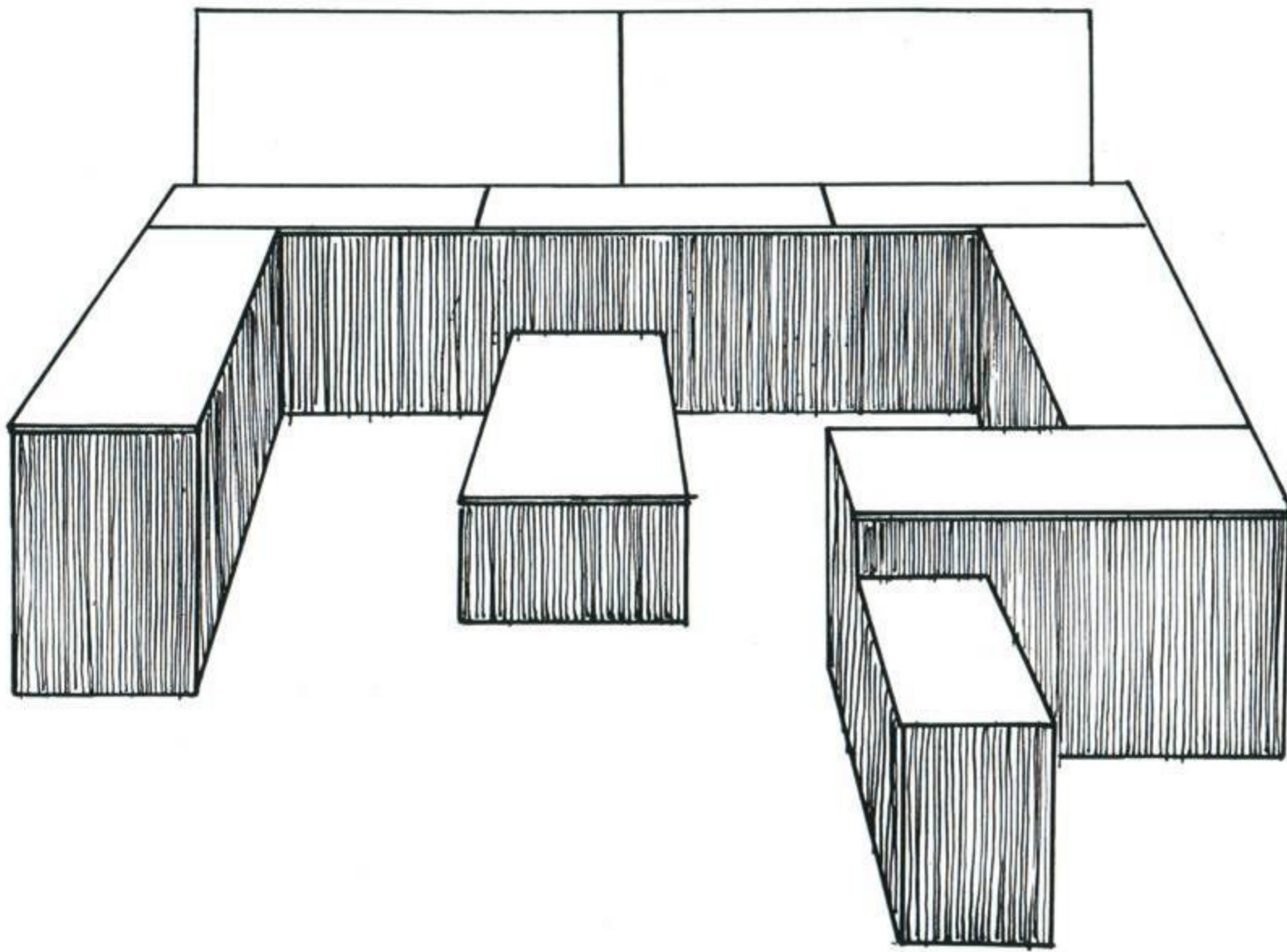
If you live in a small village away from the general run of things you may not even have the advantage of a village fete to help things along. In this case organise your own show. Get the use of the village hall for a few nights and have your own "Open House" exhibition. Invite all the local dignitaries and through the P.R.O. get the local newspaper representatives along as well. In this case you'll have to work harder to get an audience but by duplicating a notice and doing a door-to-door delivery throughout your area you can be assured of a good number turning up. Don't believe that just because everybody knows everybody else in the village that you don't need to push the existence of the local post—you do, because there are certain things that even the locals don't know—if they did they'd be in the R.O.C. already!

## Organising an exhibition

The first problem to overcome is that of finance. Depending on the size of your show you will need between five and ten pounds at the very most and this includes duplicating notices advising the public that the local R.O.C. post is to have its own exhibition or "Open House". Public funds cannot be made available for these events and the money will inevitably have to come out of the pockets of the observers on the post. Whilst the policy reasons behind this are open to discussion the fact remains that the post fund will have to support this type of venture and all members of the post must be consulted before embarking on practical work.

What will you need? Firstly a collection of tables, some blankets, string and a load of wood. Corrugated paper can sometimes be purchased from a local stationer for about 30s. a roll, which will add to the general effect of the exhibition.

By looking at the drawings overleaf you'll see how simple it is to construct an exhibition that looks fairly professional. Firstly the tables are placed in position so that



This is the simplest exhibition construction that you can produce. It costs very little indeed and consists of six tables, six feet by two feet six inches, two pieces of chipboard eight feet by four feet as a backdrop, two smaller tables and the whole surrounded by corrugated paper. The total area measures 20 feet by 18 feet and can cope with any amount of equipment and display pieces. The smaller table on the right-hand side is used as the enquiry desk. Any number of elaborate variations can be made on the design depending on the amount of space you have available.

the main bulk of the exhibition can be displayed on them. These are then covered with the blankets and the corrugated paper stretched round the edges to form a simple display stand.

The most important thing to remember is that any exhibition must have a beginning, a middle and an end just the same as any story or article. You want an introduction to get interest, a middle to give the facts and a conclusion to clinch the deal. Bearing this in mind, you will see that the entrance (see drawings pages 29-30) has a notice containing photographs and a few words about the work of the Corps. Then comes the post instruments and the plotting table and finally a table at which one member sits taking the names of those people who show an interest in the activities they have seen.

## Getting complicated

My drawings include a great many other things apart from the simple display of instruments and the story of the R.O.C. The back projection screen for example can be made if you have some spare timber and a large mirror. The "R.O.C. Today" film is an excellent thing to show if you can find space for it, the only trouble being that it is rather long for an exhibition and you may get a bottleneck of people wanting to see it whilst others are pushing by to get out.

At one exhibition held in No. 5 Group one post actually made a lookout in the exhibition grounds and reported aircraft tracks continuously during the period of the show. The plots were relayed to the public by way of a loudspeaker situated near a mock-up of the plotting table.

Another post actually produced a full scale mock-up of the underground protected accommodation and took all the instruments, beds, buckets and spades with them. This proved to be a grand opportunity to have a continuous brew of tea on the go all the time as the show depicted life in the monitoring room during a nuclear attack. They did some work too and reported readings from the Fixed Survey Meter trainer and interpreted GZI and BPI reports for the benefit of the public.

To enhance your show get the model-making enthusiasts on the post to lend you some of their models to have strung

from the ceiling or displayed on the exhibition stands. Make sure that everything is clearly marked with explanatory cards as to members of the public the instruments don't mean a thing. You may even enlist the members to give a two or three minute talk and demonstration on each one of these if you can control the flow of people coming through the show.

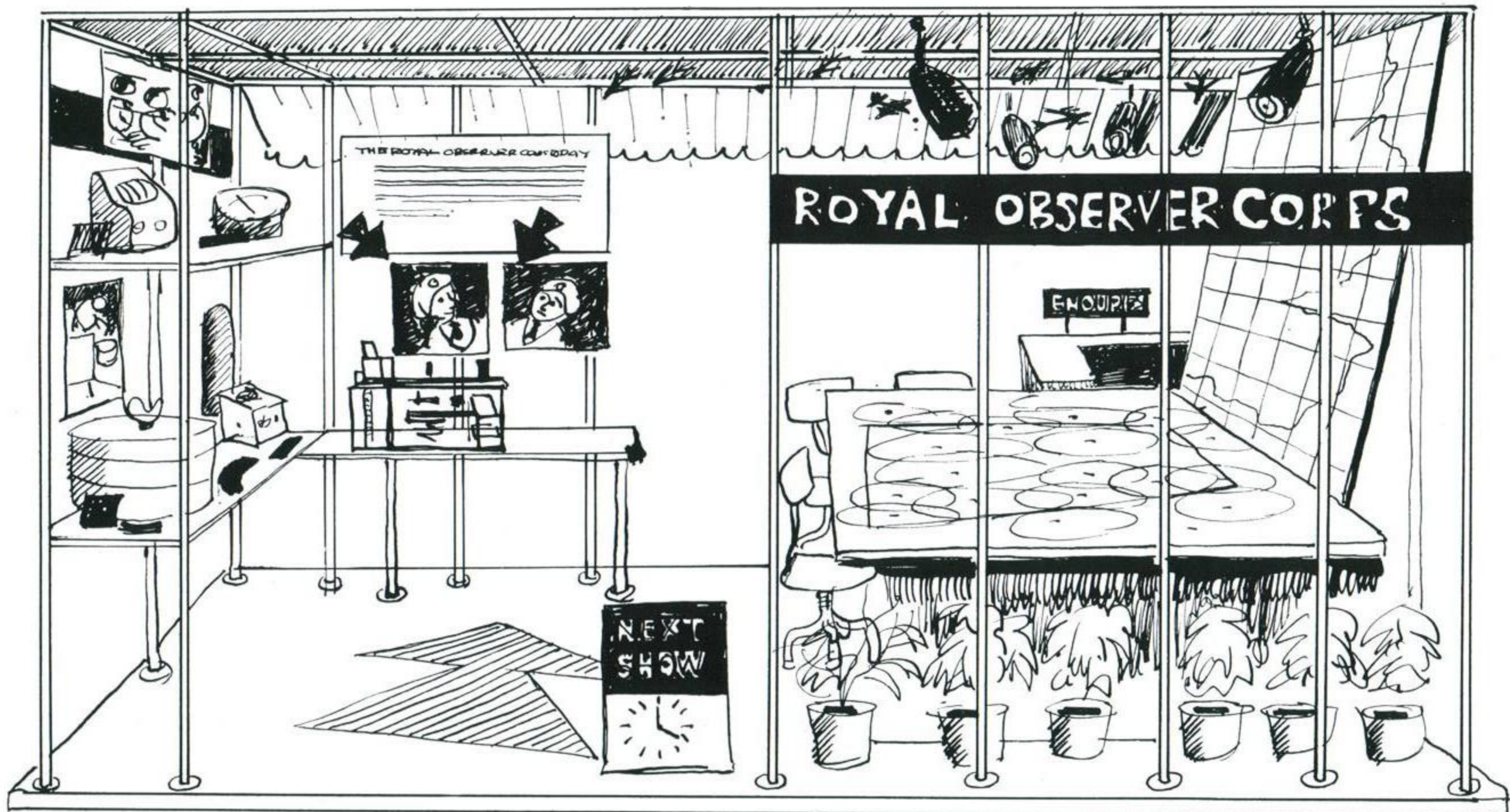
## Saying the right words

One of the most important aspects of organising your own exhibition is to ensure that the members manning the stand understand fully what is required of them. Naturally the public are curious in what you've got to show but remember that they know absolutely nothing about our work and can't be expected to distinguish a roentgen from a decay rate.

Don't just stand and wait for someone to ask *you* what it's all about. Don't on the other hand force yourself on people. Wait until a person has had a look at the exhibits and then if he seems more than just curious ask if you can help him with a little more detailed explanation. When you've got his interest launch into your prepared patter but **KEEP IT SIMPLE.**

NCOs should ensure that the members on duty don't spend their time talking to each other and not to the public. Keep the tea breaks to a minimum so that the stand can always be fully manned. Finally have your best "persuader" at the desk near the exit for it is here that the prospective recruit is guided by the member on the main stand if he expresses a desire to know a little more about the Corps.

The "persuader" has the recruiting leaflets and gives details about the requirements for service in the Corps, where the post meeting place is and on what nights the post meets for training. The last thing you should ever do is to stick an enrolment form under the nose of a potential recruit the moment he steps through the door. If he is interested get him to give you his name and address and issue an invitation to him to visit a post training meeting in the near future on a date when you know that a special programme can be laid on. Invariably the Head Observer should follow an application like this with a personal letter to the person concerned expressing his delight that he, the prospective recruit,



has shown an interest in the Corps and adding his own invitation to the special post meeting.

By this time several members of the post will have had the chance to speak to the prospective recruit and form an opinion as to whether or not he would become a suitable member. At the special meeting arrange time for the potential recruits to be interviewed either by the Group Officer or by the Head Observer and then present them with the application form after they have fully understood the implications of membership.

### The results you can expect

At a county show or similar function you can expect to get about 2,000 people in attendance. From this you will probably get at least 20-25 enrolment enquiries and generally a net total of 10 recruits.

Things don't always work this way but the figures given can be used as a generalisation of what to expect. Even if you don't get any recruits you will nevertheless have done a good job because you have furthered the aims of your post by letting the public know that you exist and next year when you try again the results should be a little better.

In an article of this length I can do little more than provide a few pointers for those who are interested in recruiting new members. If you have read this article and found some use in it bring the subject up at one of the post or crew meetings and get the opinion of your colleagues.

The Corps has to do more as far as publicity is concerned than we have done in the past. We don't usually like blowing our own trumpets but in this modern world with its publicity conscious public you need to do it if you are ever to succeed. We *have* the tools with which to do our job, all we need now is the men and women to handle them. Make sure that your post or crew reaches not only its peak of efficiency in training but its full strength numerically as well.

This example is a much more ambitious affair. It is designed for an open air exhibition and is constructed from scaffold poles. A local builder can often be persuaded to help in the loan of this equipment. The whole of the top area is covered with canvas to keep off the rain and an awning can be extended from one side to accommodate the enquiry desk.

Visitors to the show can be led through the show from one side to the other following the arrow on the floor.

The construction of a simple main table and long range board should present no problems and a display of plotting can take place every half hour and last for about ten minutes. This can be an invaluable attraction.

To add further to the show a simple above ground lookout can be erected in another part of the exhibition grounds and post personnel can pass live and synthetic plots to the main table, continuously, so that a commentary is continually kept up.

The exhibition below, mounted at the Enfield show in 1963 by 5/B1, netted ten recruits for the post.

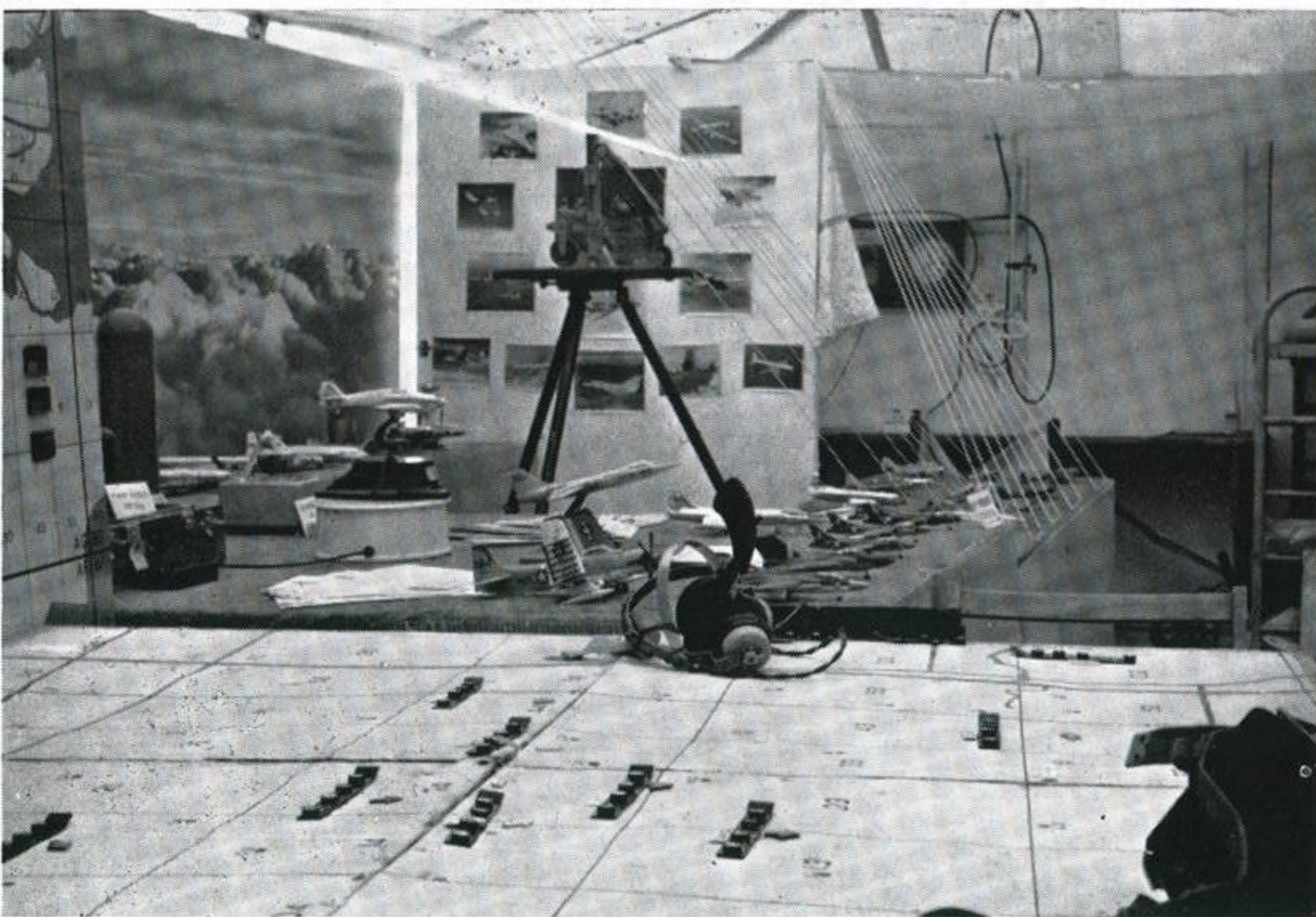
With borrowed materials and help from the members it cost just over £10.



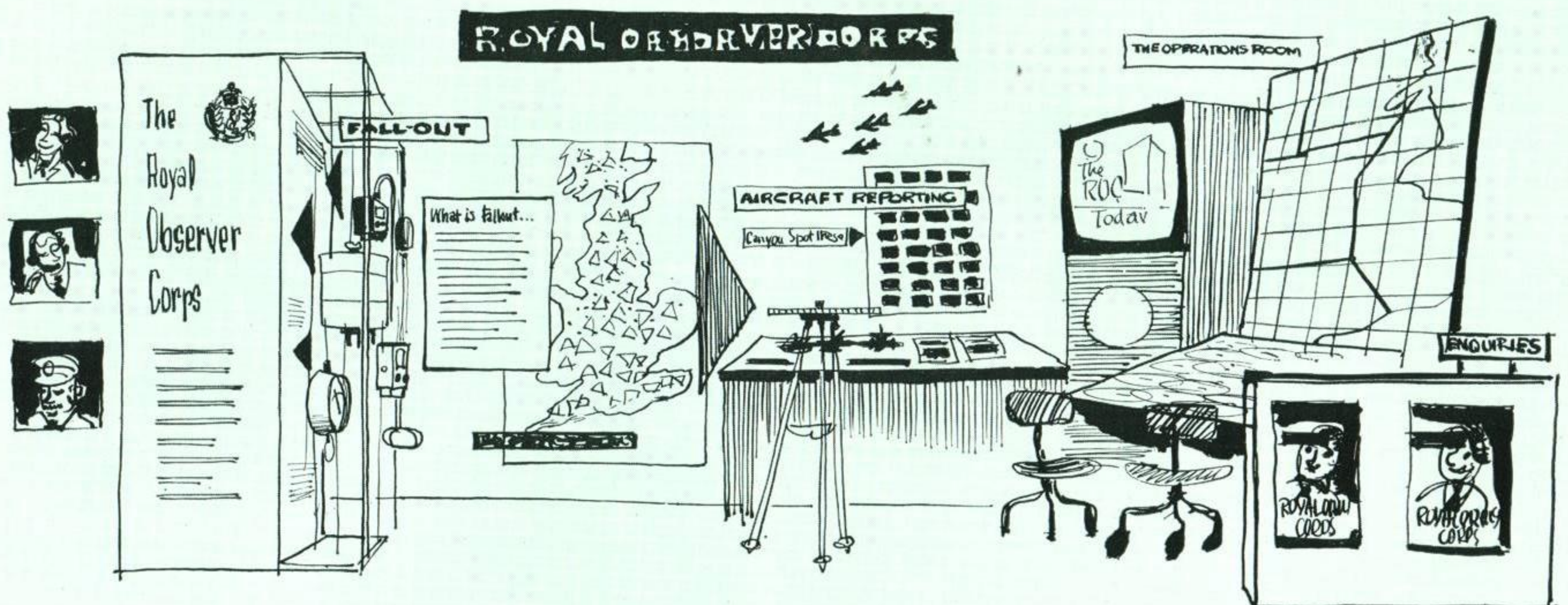


These two photographs illustrate what can be done by one post. In this case the exhibition was held at a county show and was under canvas. Ideas such as the long range board and main table, the use of corrugated paper, the back projector and displays of post radiac instruments and models, all clearly captioned, are shown.

The backdrop of clouds was borrowed from a local department store for the weekend. A tape recorder was used to give the commentary on the plotting show and provided background music and recruiting messages for the rest of the time.



This exhibition design (below) is about the farthest that posts or crews can go without resorting to large expenditures of money. It is described in some detail in the text and will need a fair amount of work put into it. Once this has been completed however, the whole exhibition can be transported round the Group or Area and the show given many times before its usefulness has been outlived.





H.M.S. Messina

## Joint Services Operation

A little word can make a big difference. In captioning the picture of the salvaged Pioneer in our July 1963 issue we made reference to salvage "by" the R.A.F., instead of "for" the R.A.F. As a result the Editorial office has been under fire from both the Navy and the Army.

From the correspondence and an investigation the story behind the picture emerges.

On January 21st 1961, the pilot of Twin Pioneer XM939 set out from Sharjah to photograph a tank landing from H.M.S. Messina. On failing to make radio contact when in the vicinity of Messina, the pilot decided to land on Jazirat Sir Abu Nu'air, a small island. However, before coming to a stop, an undercarriage wheel hit a boulder and the Twin Pioneer turned up on its nose.

An armoured recovery vehicle, crewed by Royal Electrical and Mechanical Engineer recovery mechanics towed the aircraft on to a Rhino Ferry. It then came into the hands of Royal Naval Personnel of the Amphibious Warfare Squadron who also embarked personnel and armour of the 3rd Carabiniers. Towed by H.M.S. Messina, the Twin Pioneer was off-loaded at Dubhia from where it was towed by an R.A.F. tractor to Sharjah.

Our apologies to any civilians who may have made some contribution to this salvage and whose efforts we have not been able to discover.

At the time of writing, XM939 is flying again in the Near East.

**LESSON INSTRUCTIONS** To obtain the maximum benefit from the training devices published in this *Journal*, the following procedure should be adopted.

- 1 Read the text associated with the lesson.
- 2 Prepare a list of target numbers so as to be able to tackle the targets in any order.
- 3 Identify the target pictures by comparing them with the key views: start with the easy ones so as to gain experience: also use targets already identified to solve the more difficult ones.
- 4 When certain of the identity of a target write down its name **IMMEDIATELY** against the appropriate number on your list. **THIS IS IMPORTANT.**
- 5 Lessons should not be hurried or given a time limit. So far as beginners are concerned, it is more important to identify accurately than quickly.
- 6 Do not attempt conscious memorising of details, shapes or names.



Twin Pioneer

## BOOK REVIEW

**"Macdonald World Air Power Guide"**  
by William Green and Dennis Punnett.  
Published by Macdonald. Price 15/-

With hundreds of profile drawings, a brief on the status and equipment of every military air service, tables of basic data and ten pages, in colour, of the insignia of the World's Military Air Services, this book gives excellent value as a directory on the subject of its title.

It is interesting to note that Flipper is given as the MiG-23.



Hunters, Buccaneers and Scimitars at Royal Naval Air Station, Lossiemouth.



"Here it is . . . Quote . . . 'Uniform, conforming to the same standard or rule'"

## Solution to exercise

Page 20

CUB

All targets are of Cubs except for No. 15 which is a C-133 Cargomaster and No. 23 which is a Cat.

**COVER PICTURE:** Starfighters of the Federal German Air Force. With manufacture in Canada, Japan and Europe, the Starfighter is becoming one of the most important fighter types of the present day and could well be seen over Britain in exercises, or on courtesy visits from N.A.T.O. Air Forces.

