

THE ROYAL



OBSERVER CORPS

RECOGNITION

Journal
and R.O.C. GAZETTE



Volume 7 APRIL 1965 No. 4

Part 2 AIRCRAFT SILHOUETTE EDITION

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**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 (R.A.F.), Ministry of Defence, 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 Ministry of Defence.

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This edition is Part Two of four issues covering all major types currently flying at the time of preparation—November 1964. The June edition will contain an index for the combined reference sections.

AIRCRAFT REFERENCE



The March to June issues of the *Journal* constitute a reference book on the main types of aircraft currently flying, some four hundred different types. Since there is something like a thousand different basic aircraft types currently serviceable, this presentation must of necessity be a selection. In selecting, due regard was given to military aircraft and those civil aircraft with military application in transport, liaison or observation roles. During the last war a thousand aircraft of a variety of types were impressed into service. Attention was given to types widely used as limited production might well mean a lack of spares backing and so preclude a useful service life. Numbers built, therefore, has influenced selection.

Prototype and experimental aircraft have not, in general, been included. In an emergency they would be subject to certain restrictions; it was usual during the last war to notify units by signal of flights in their vicinity by non-standard aircraft. Similarly, veteran aircraft, maintained for exhibition or historical purposes, have not been included since they would be grounded in any state of emergency.

A consolidated index for all those included in these four Aircraft Reference Editions will be found in the June issue. This is arranged in alphabetical order by reporting name

which is usually the aircraft's popular name. Where the same name is used for two different aircraft, the firm's name is included in the name of one, e.g. the four-engined DC-4 is the Skymaster, while the new Piper light monoplane with two engines in tandem is reported as the Piper Skymaster. Similarly it is Piper Cub to distinguish it from the Russian An-12 with the Tripartite name Cub. In general it is the aircraft which is the most important operationally that should have the briefest name.

As far as was practicable aircraft of similar configuration have been grouped together, but no attempt has been made to classify by features such as the number of engines as, for example, a twin-engined aircraft with the power units mounted side-by-side in the fuselage may well appear to be single-engined. This is one reason, apart from the effort of memorising, why few facts about aircraft types are associated with identity training.

A brief on each of the aircraft types depicted is concerned mainly with the function of the aircraft, its country of origin and use and variations to the basic shape where several versions of the same type are in service.

Acknowledgement is made to Messrs Macdonald & Co. (Publishers) Ltd., for the use of certain of their silhouettes, and to Messrs Alan W. Hall, Bryan Gibbins and Brian Goulding for the use of their photographs.



THE "CARRIER" ACCEPTANCE TEST



H.M.S. Triumph, formerly a carrier, now an escort maintenance ship, being given a pre-wetting test for protection against the deposit of radio-active dust in the event of nuclear fallout.

On the evening of Monday 14th December, 1964, a "Carrier" acceptance test had been arranged by the Chief Constable at Thurso in Caithness and this incorporated Post Papa Wun at Durness.

Durness is the most north-westerly Post in Britain and is situated close to the dreaded Cape Wrath; it is a bleak and foreboding place in summertime, but in winter it is torn by gales and lashed by spray from the Atlantic.

On the evening in question there had been a blizzard of snow which had continued since early morning and the members of Papa Wun who live four miles from the Post could hear the ghostly roaring of the Smoo cave, a mighty cleft in the rock which gives eerie roarings during a gale.

At 18.30 hrs. the seven MacKay brothers set out to collect Leading Woman Observer Mather, who owns the only licensed petrol filling station in Scotland, and they realised that the chances of reaching the Post were indeed lean.

A large whisky all round and off they set through the moor where the peat hags were filled with snow and "Bottach" MacKay (the old one) on more than one occasion caused concern to the party by vanishing in a cloud of powdered snow and bog water.

Arrival at the Post was completed by 20.00 hrs., an hour to cover a quarter of a mile, and behold the hatch cover was frozen solid; no amount of Gaelic curses would make it open—this was a disaster and the man would be speaking down yonder with them not hearing at all.

With numbed wits the group huddled together in indecision until the "Bottach" shouted "We will (Papa-Echo-Echo) on it", a decision which was heartily accepted by all, even by the Leading Woman Observer who, knowing the capabilities of her pupils by virtue of the licensed section of the filling station, discreetly became immersed in close inspection of the ventilation turret.

Together as one man the seven stalwarts engaged the hatch cover making due allowance for the wind direction and

strength and number three Observer stood further back to make the longer passes when the wind gusted beyond strength nine on the Beaufort scale.

Lo and behold the hatch was opened at 20.15 hrs. but when the "Carrier" was switched on, only the ominous ticking was there to let them know that they were too late.

A further conference was held in the dim light of the Post—what was to be done, the Chief Constable in Thurso had been let down by Papa Wun, the disgrace of it.

The decision was made, four of the Observers would stay in the Post and four would battle back to the village and telephone the Chief Constable in Thurso; lots were drawn and the plan was put into practice with the understanding that they would all meet again in the filling station.

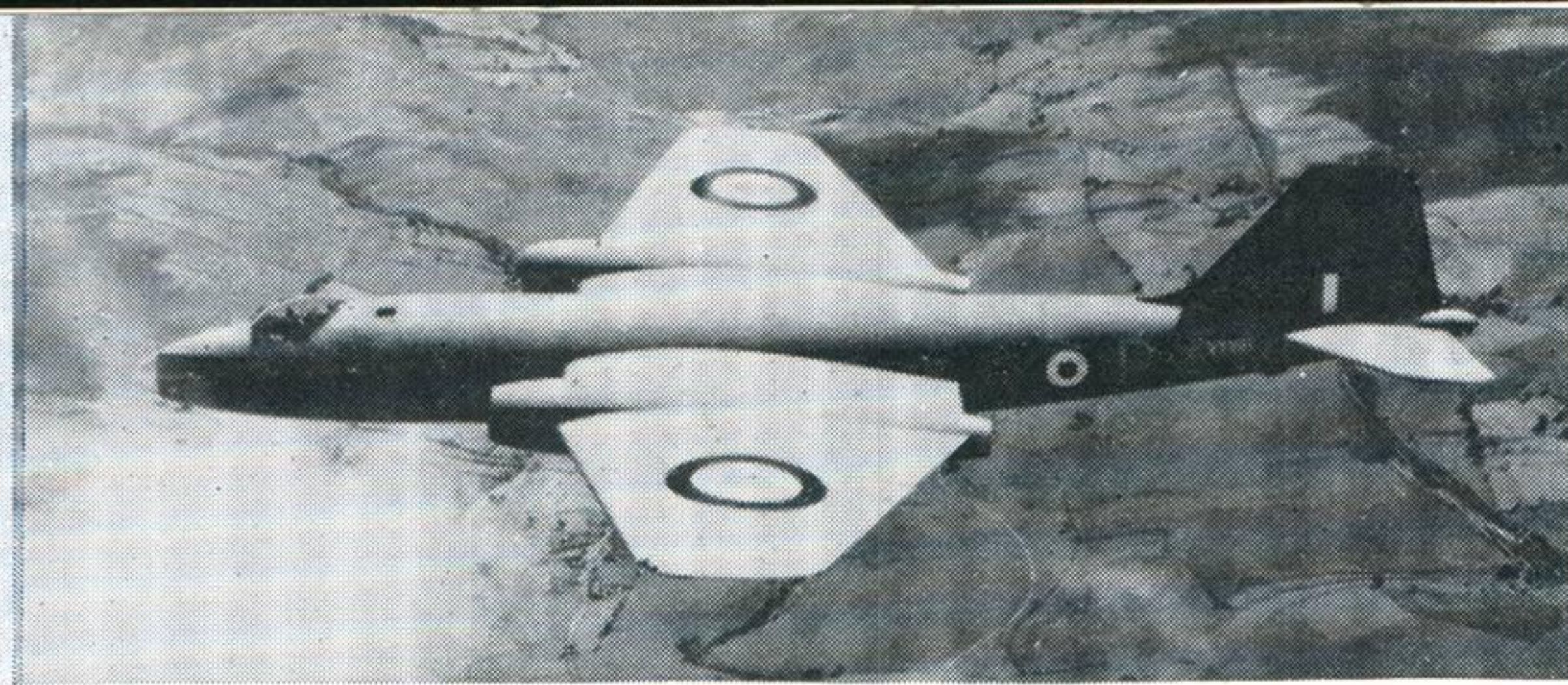
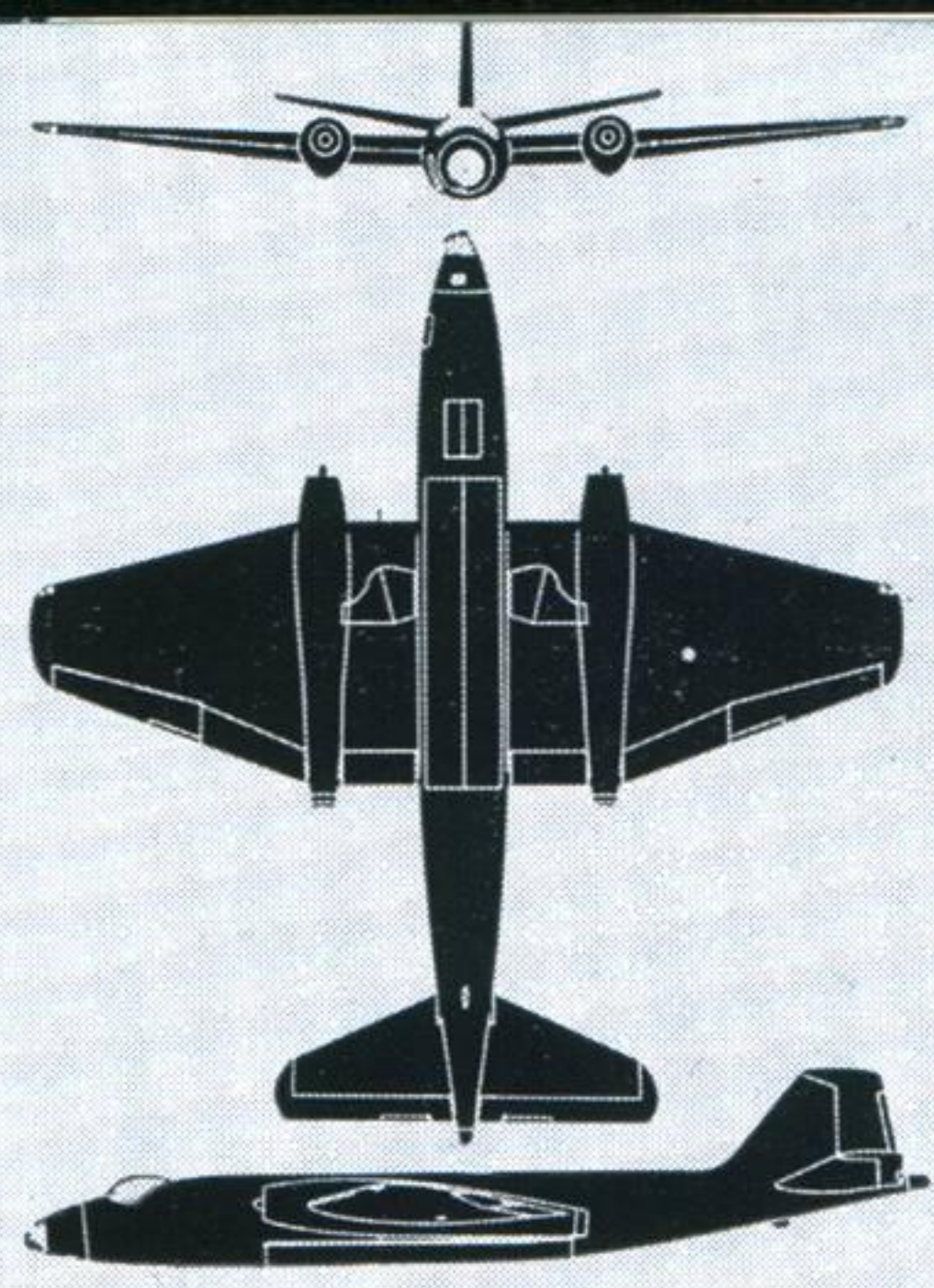
For sixty minutes the "Carrier" ticked away the seconds and it was feared that the plan had failed and the roar of the gale in the entrance hatch clutched at the hearts of those left behind—would Rory, Angus, Dugald and the Bottach be able to make it—would the Caillach (old woman) on the telephone exchange be at home—would the Chief Constable at Thurso listen to their appeal.

Ninety-two minutes passed and even the light in the Post began to give up hope, when—

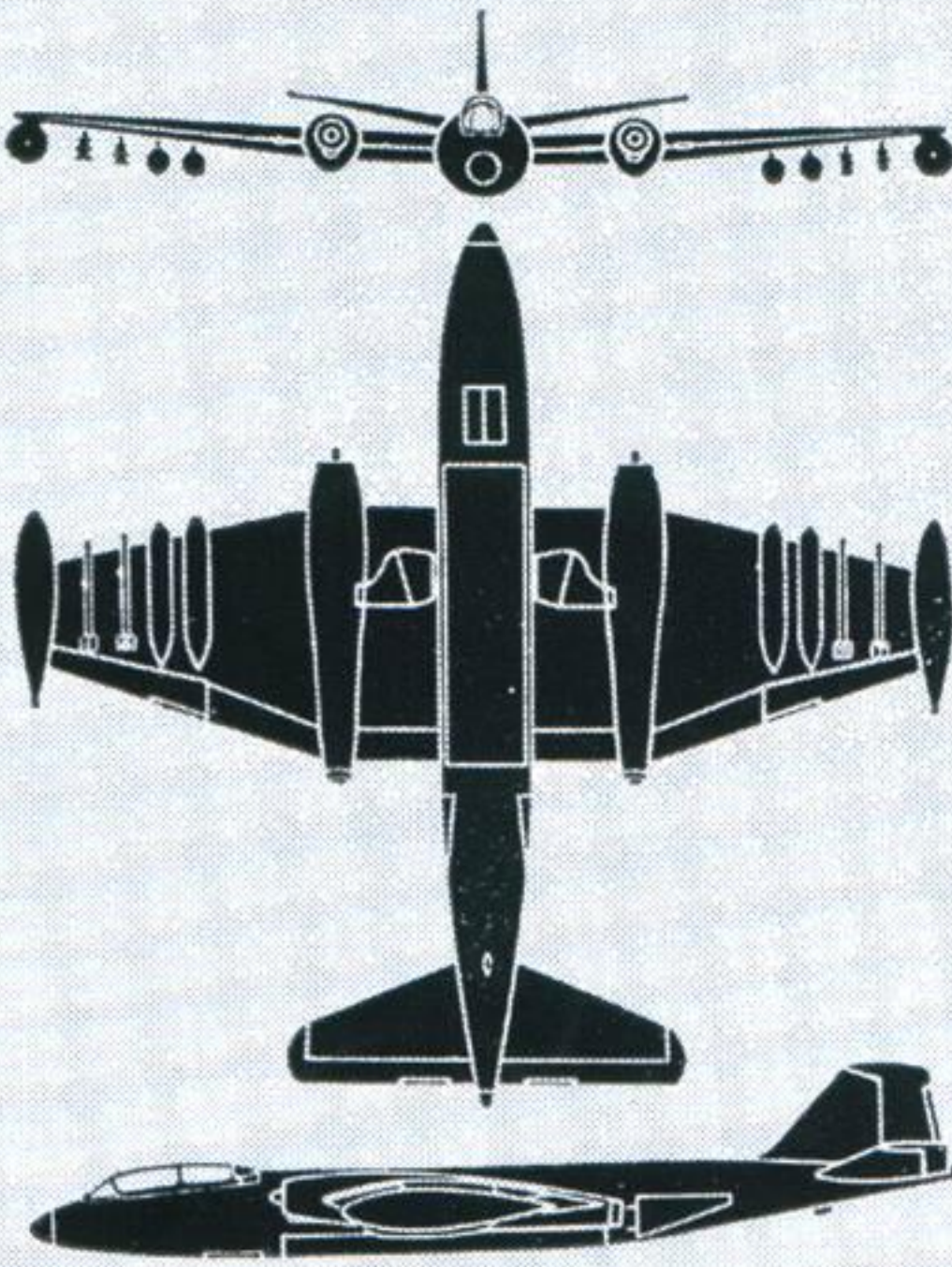
"This is the Thurso carrier control point—this is a supplementary test on behalf of Papa Wun—"

The cheers rang out from that distant hole in the ground and mingled with the roaring of the gale, the Atlantic ocean and the Smoo cave; the plan had worked and the honour of Papa Wun was as a shining light.

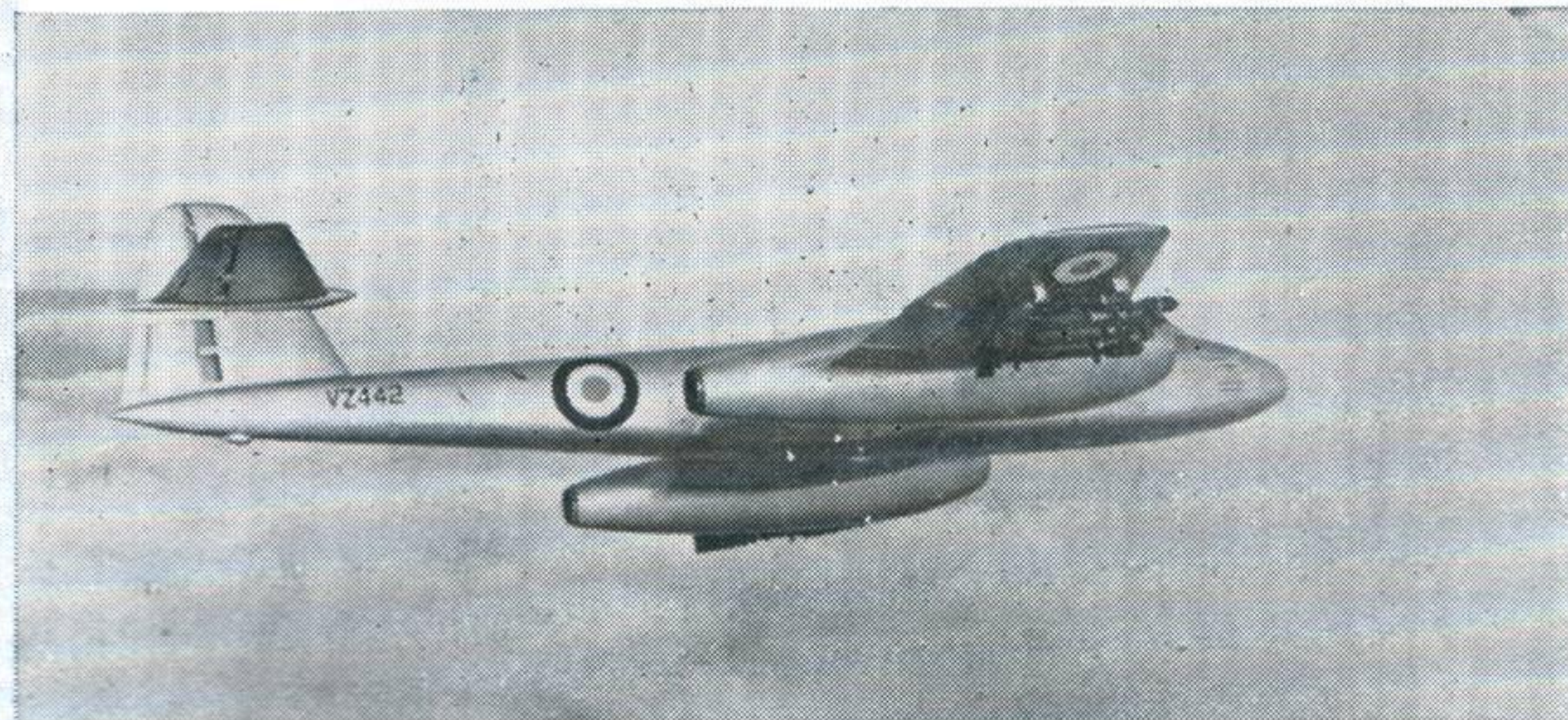
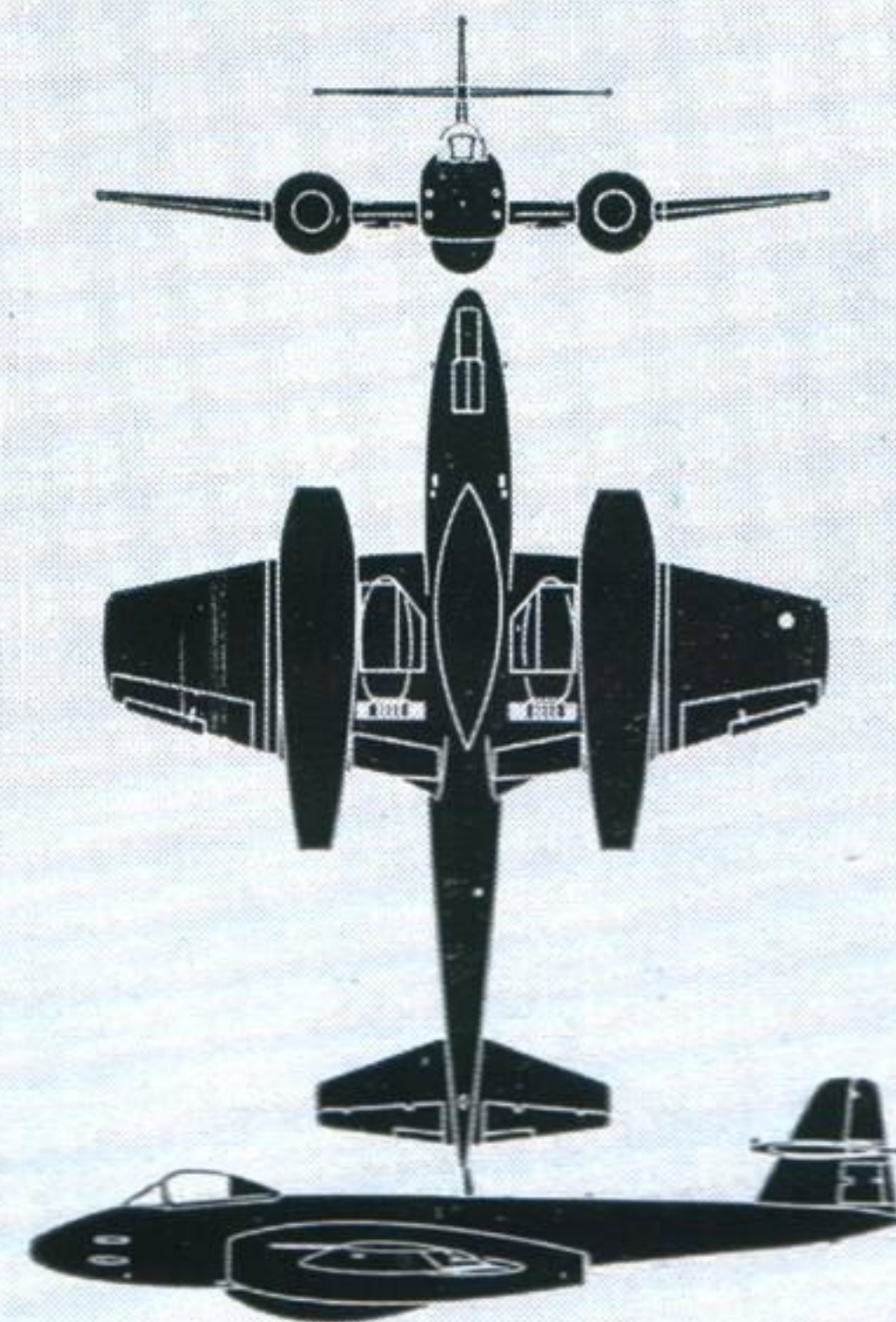
Well into the hours of Tuesday morning the celebrations continued at the licensed filling station and this included half of the village people and the policeman, all of whom had heard that "something was on at the Observer Corps Post".



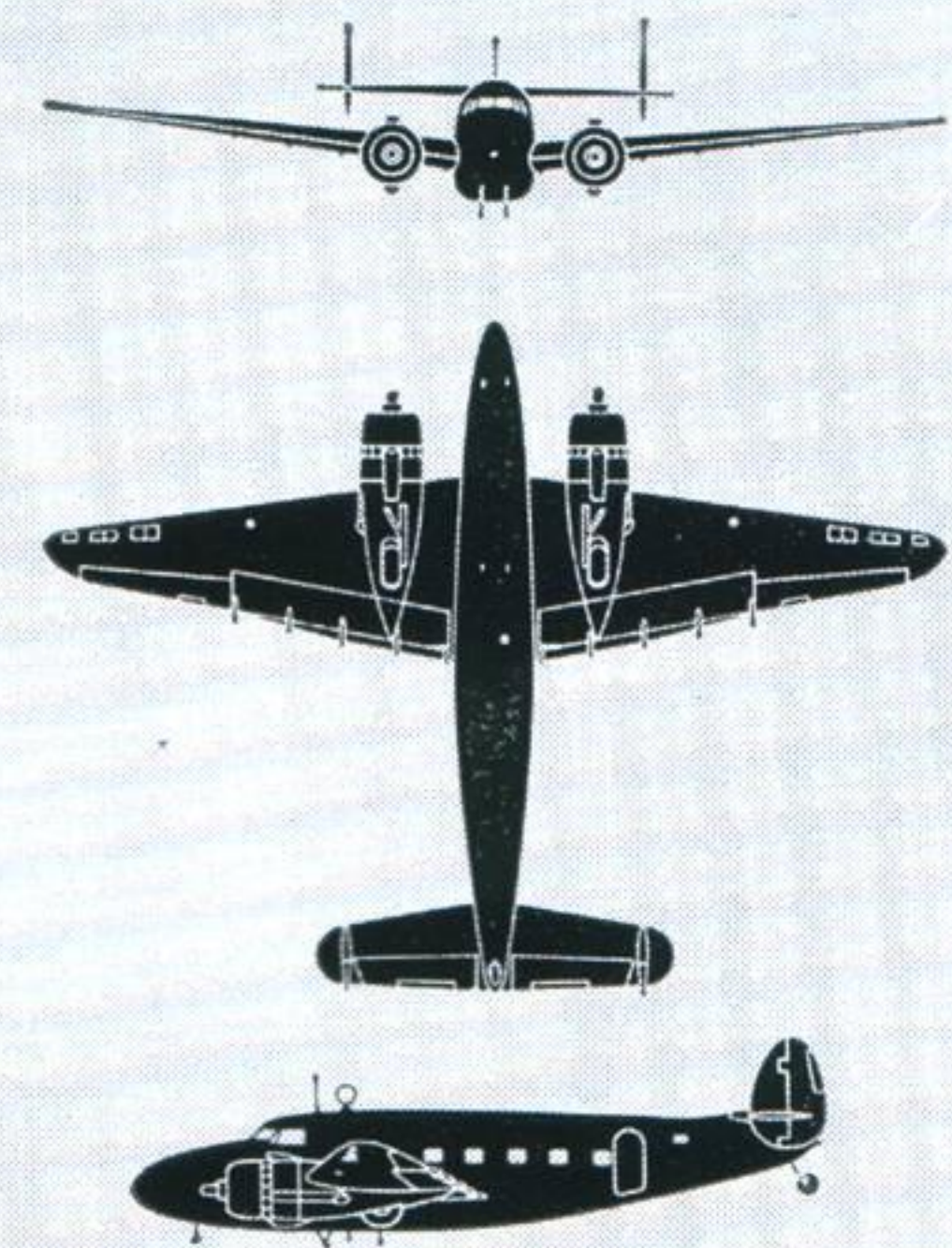
CANBERRA B.2 The original Canberra version to enter service; early P.R. versions and the T.4 trainer are of similar configuration. Version built in Australia for R.A.A.F., is designated B.20. Span 64 feet



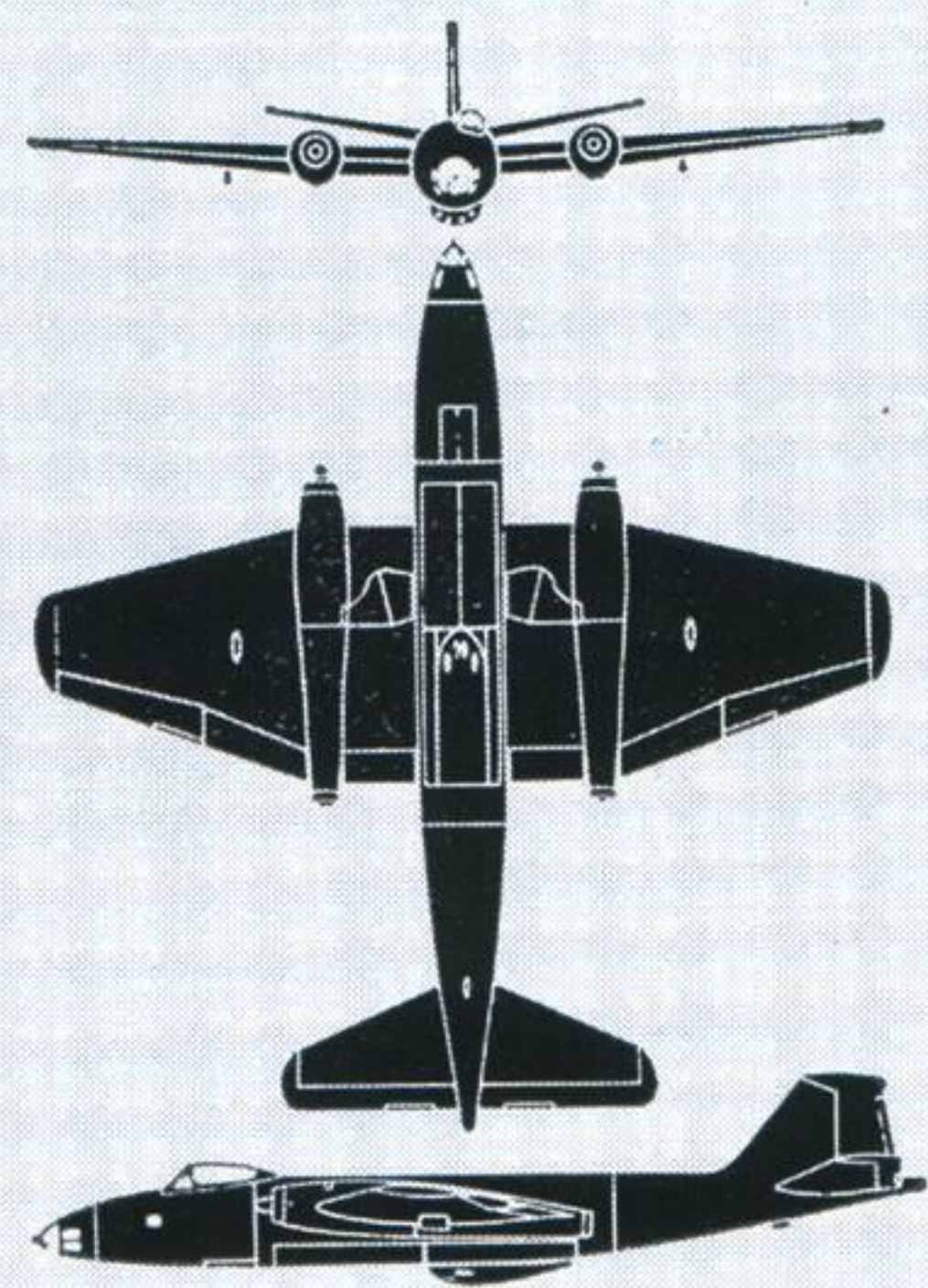
MARTIN B-57 U.S. production of the Canberra for the U.S.A.F. with subsequent deliveries to Pakistan, and Chinese Nationalists who operate a special extended wing version for reconnaissance. Span 64-106 feet



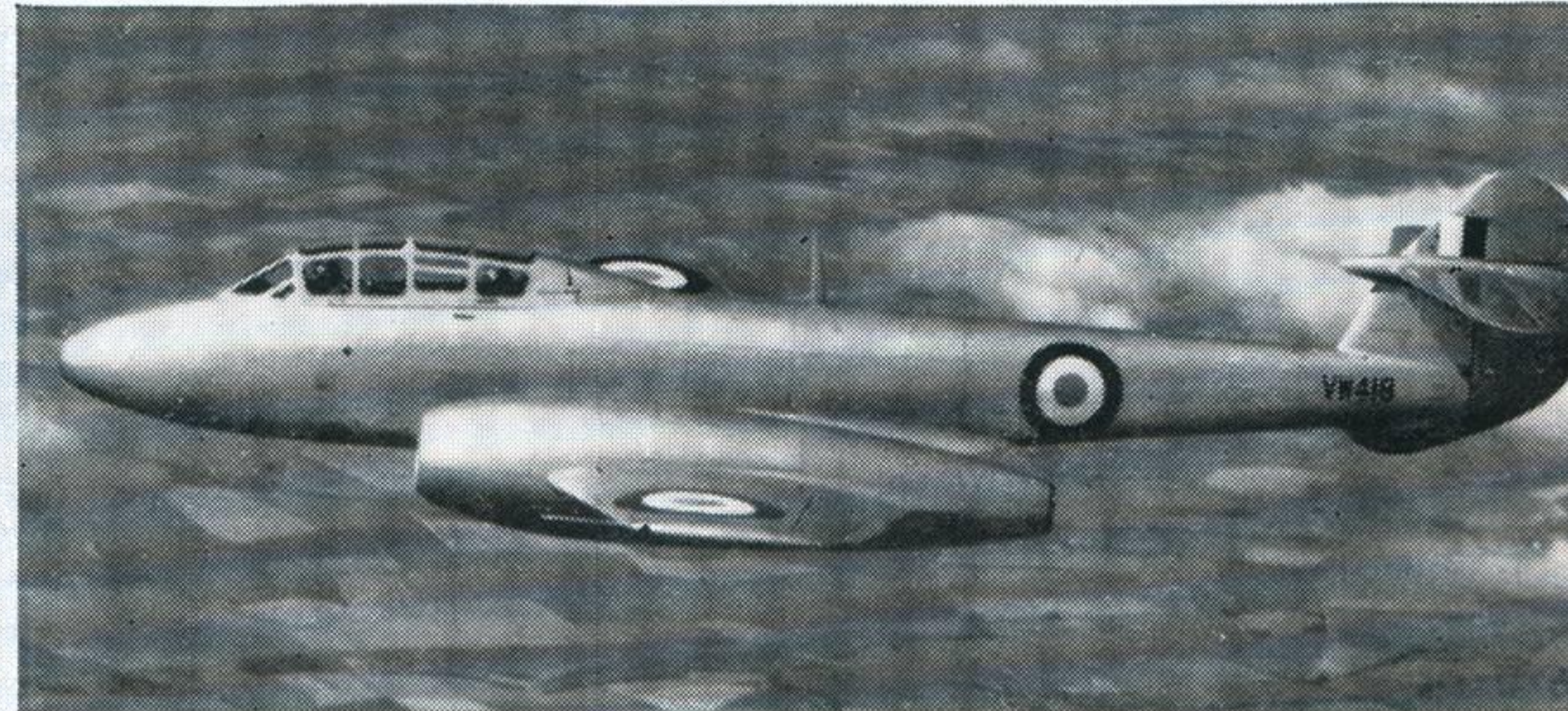
METEOR F.8 Once a standard R.A.F. jet fighter, the Meteor F.8 has been relegated to training in the R.A.F. and R.A.A.F. Similarly, the European-built models are now used only for training. Span 37 feet



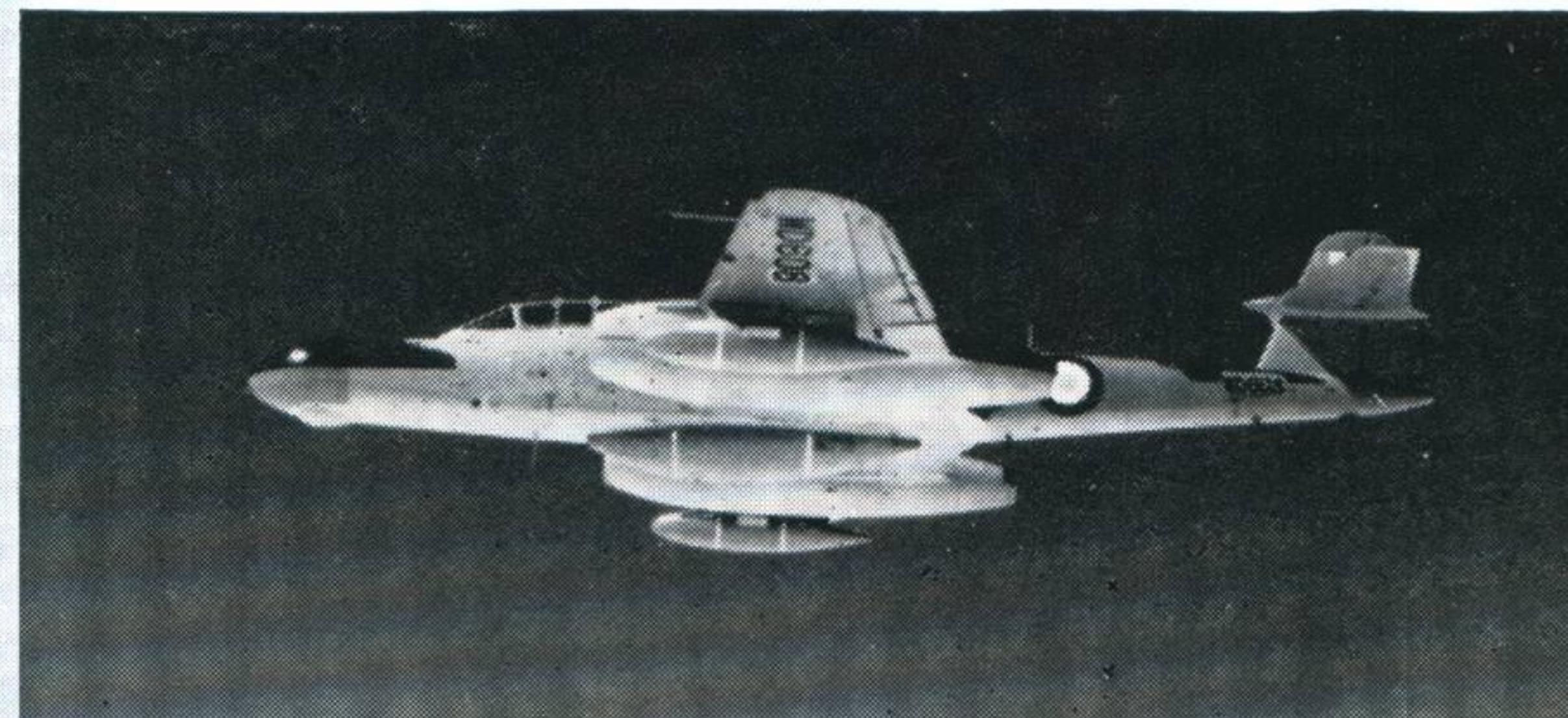
LODESTAR Wartime military transport still in limited use in various parts of the world. Span 66 feet



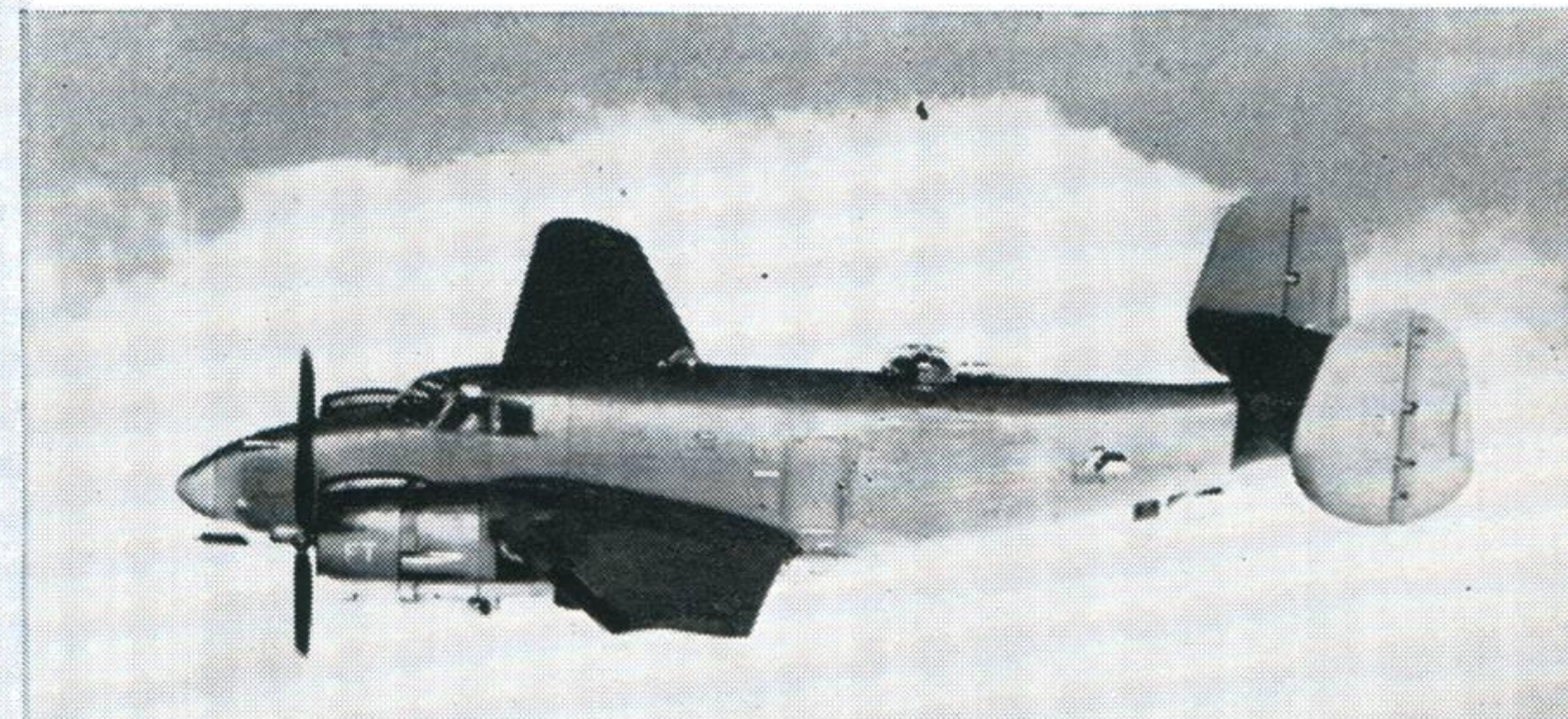
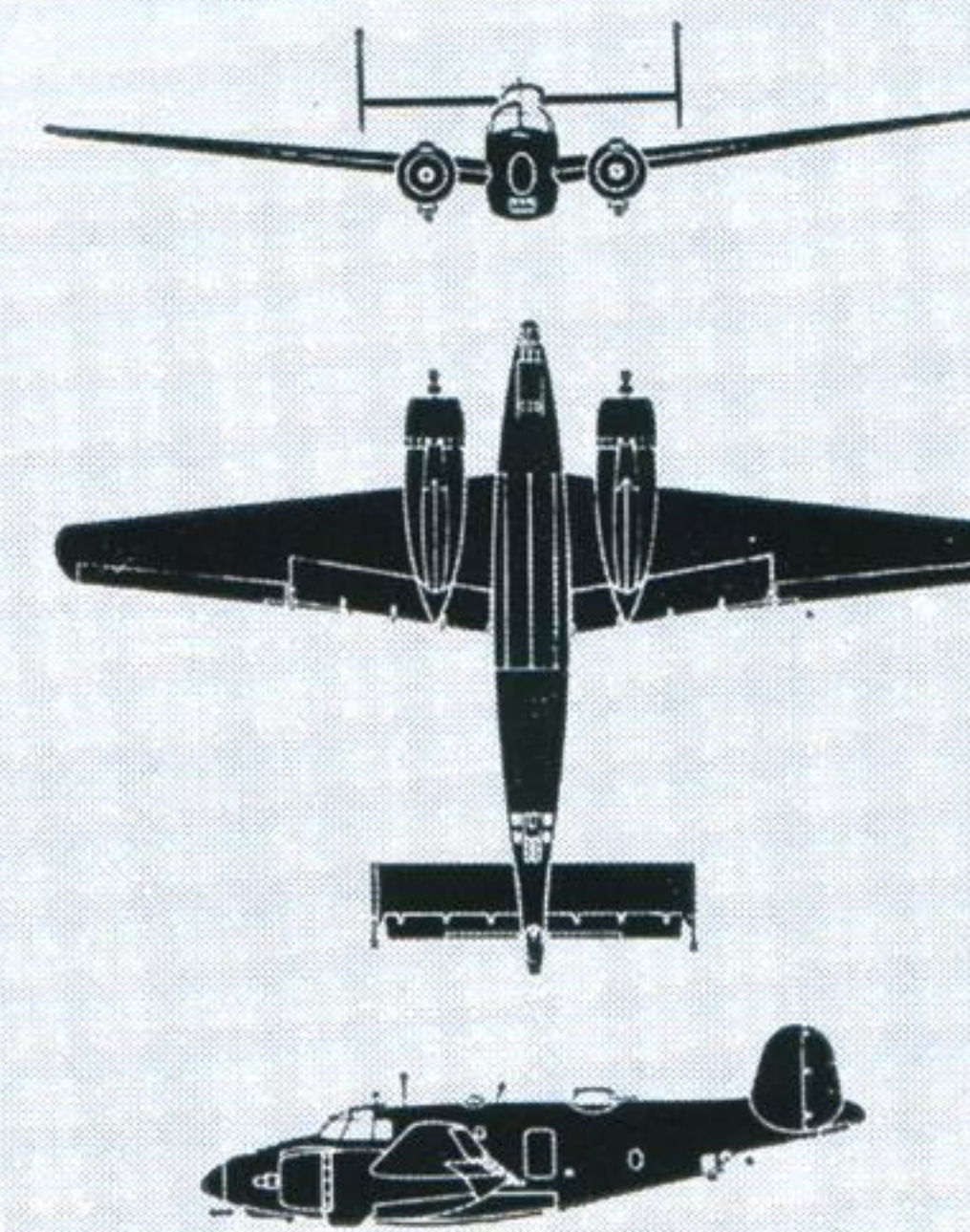
CANBERRA B(1)8 Intruder-bomber Canberra with offset canopy. Export versions to R.N.Z.A.F., India and South American countries. Later versions have increased wing chord. Span 64 feet



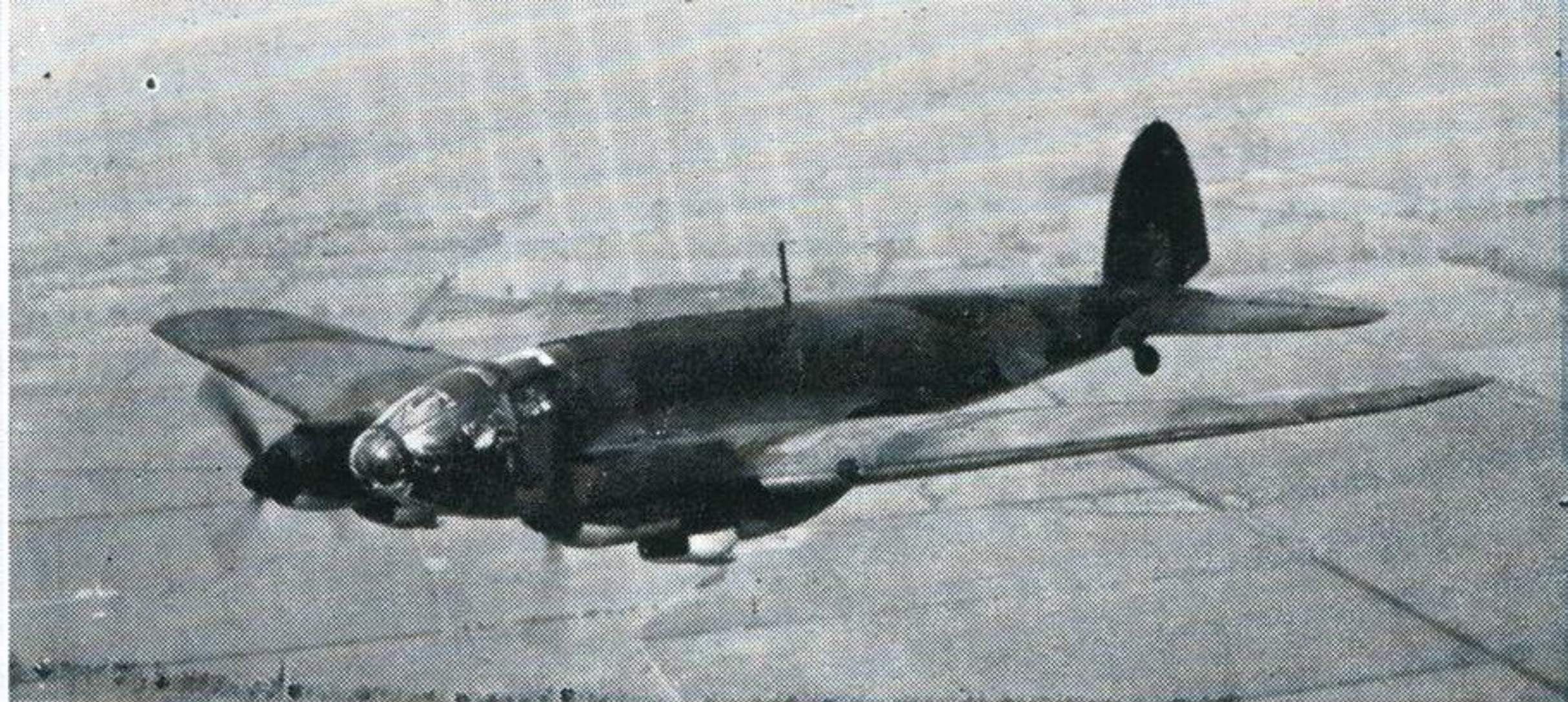
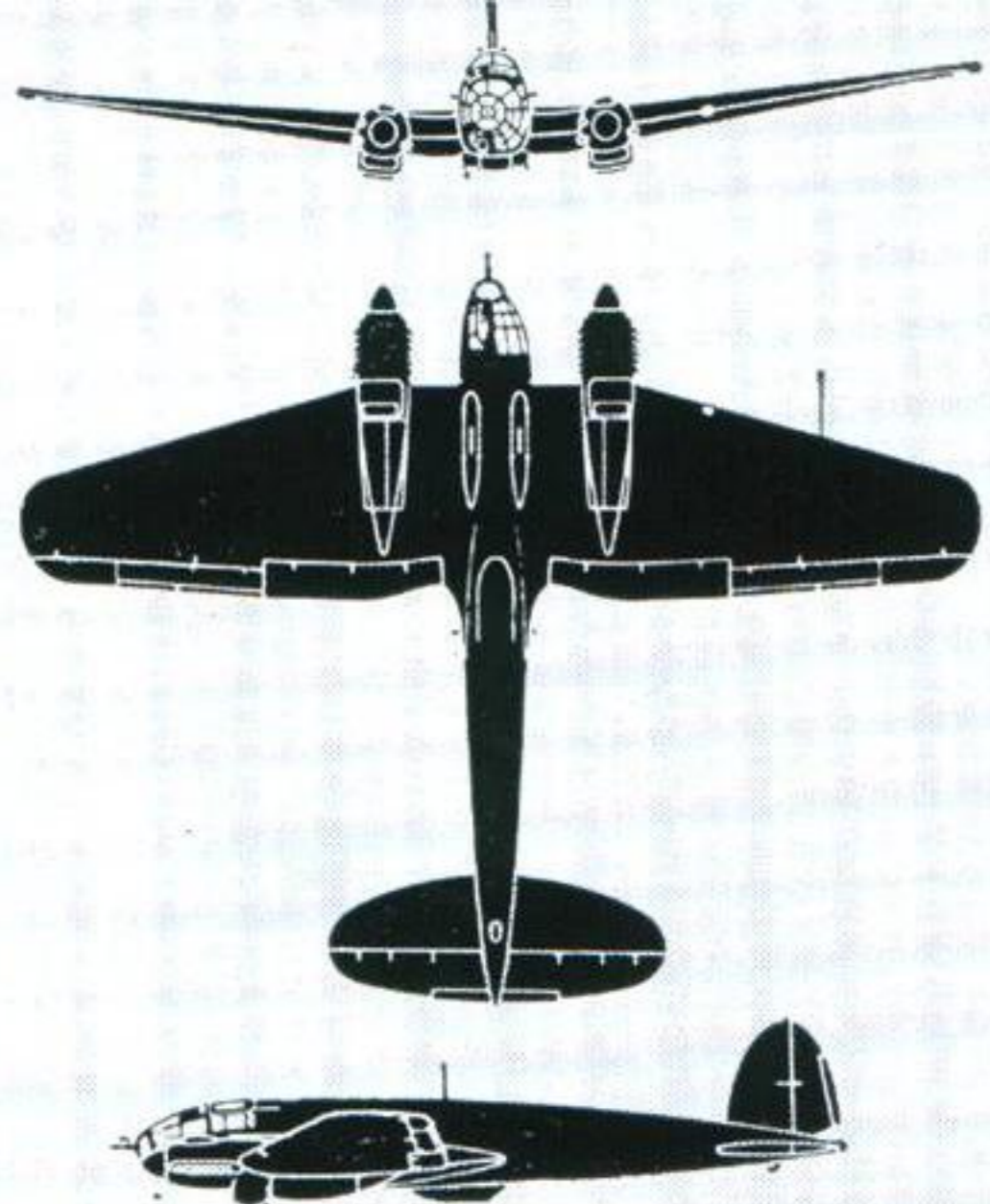
METEOR T.7 Operational jet trainer now largely replaced by the Jet Provost and Gnat in the R.A.F., but a few still fly with the R.A.F. and some other N.A.T.O. forces. Span 37 feet



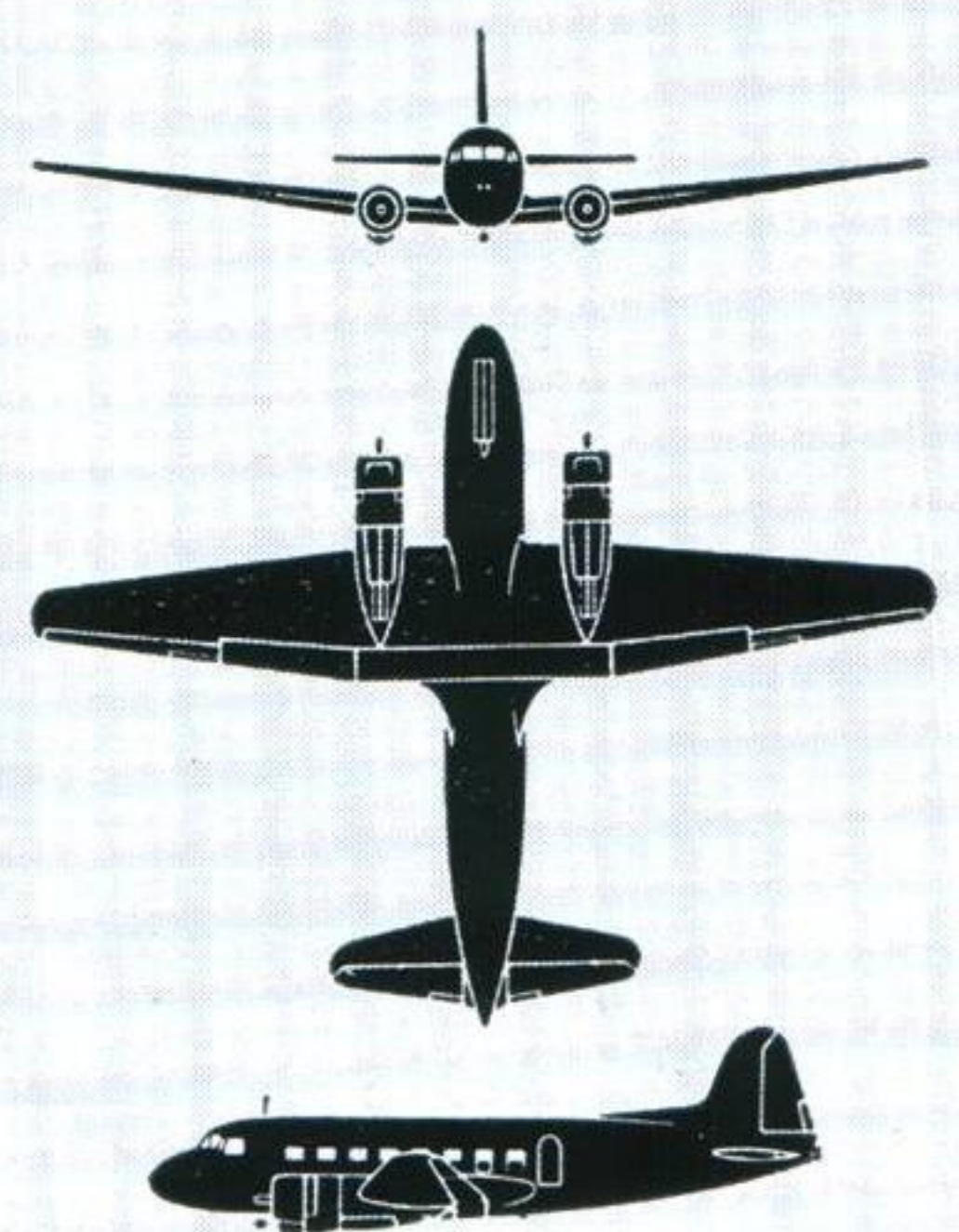
METEOR T.T.20 Earlier marks of Meteor converted for target towing. These Meteors and the N.F.14 are the only "long-nosed" Meteors still flying. Span 43 feet



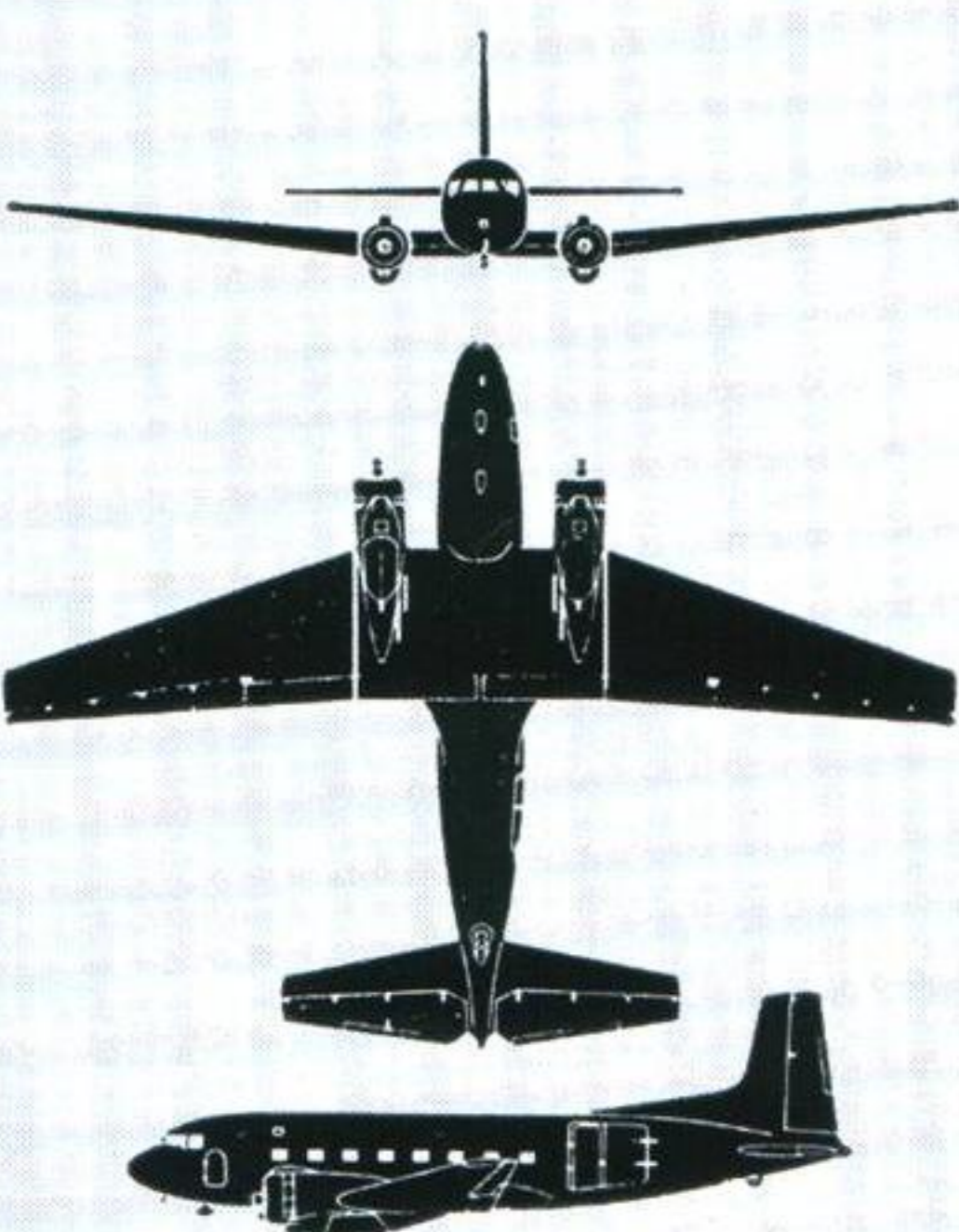
HARPOON Once a patrol bomber of the U.S. Navy, the Harpoons were disposed by America but a few are still used by Portugal. Span 75 feet



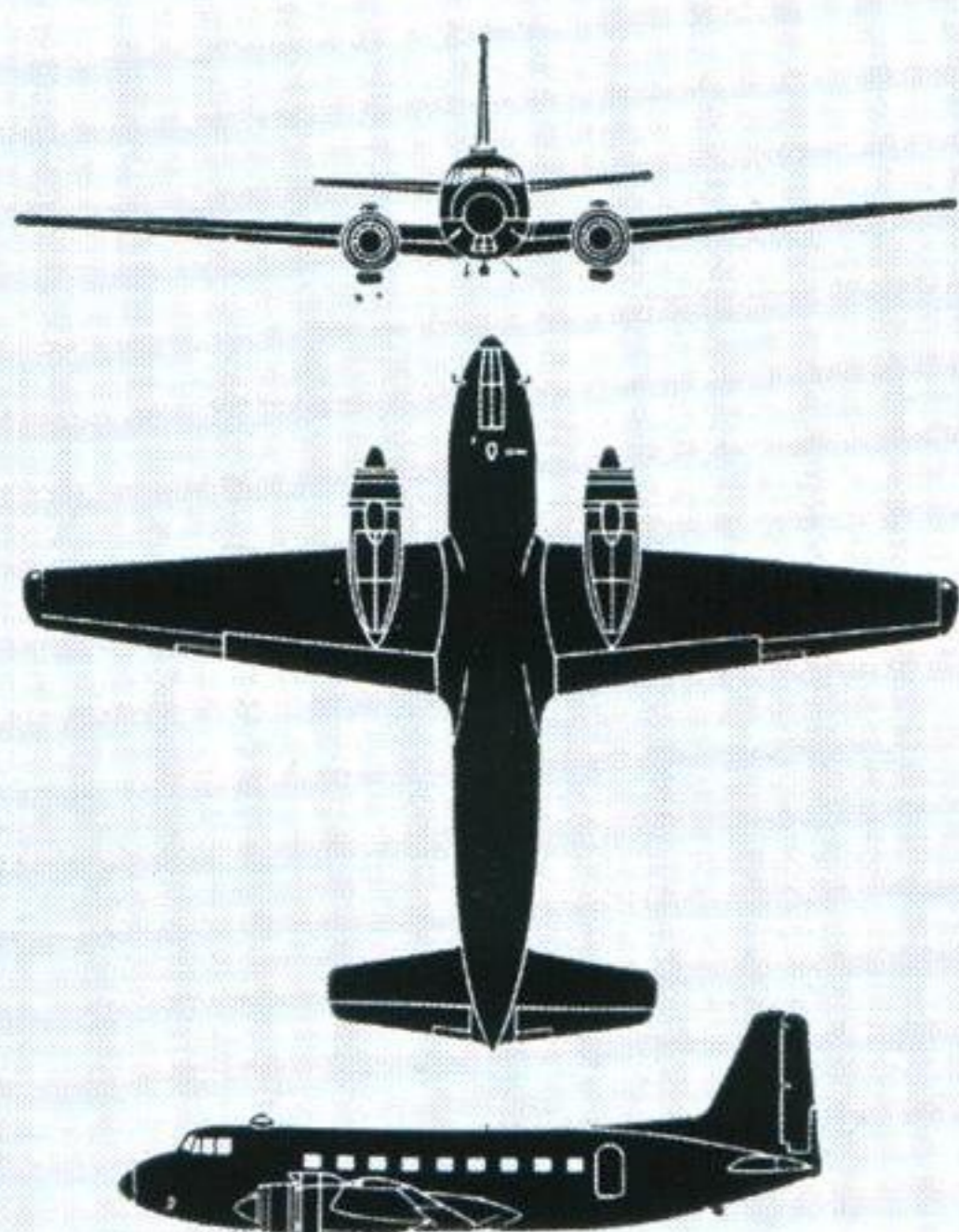
HEINKEL He111 Wartime German bomber of which a licence-built version is still in Spanish use.
Span 74 feet



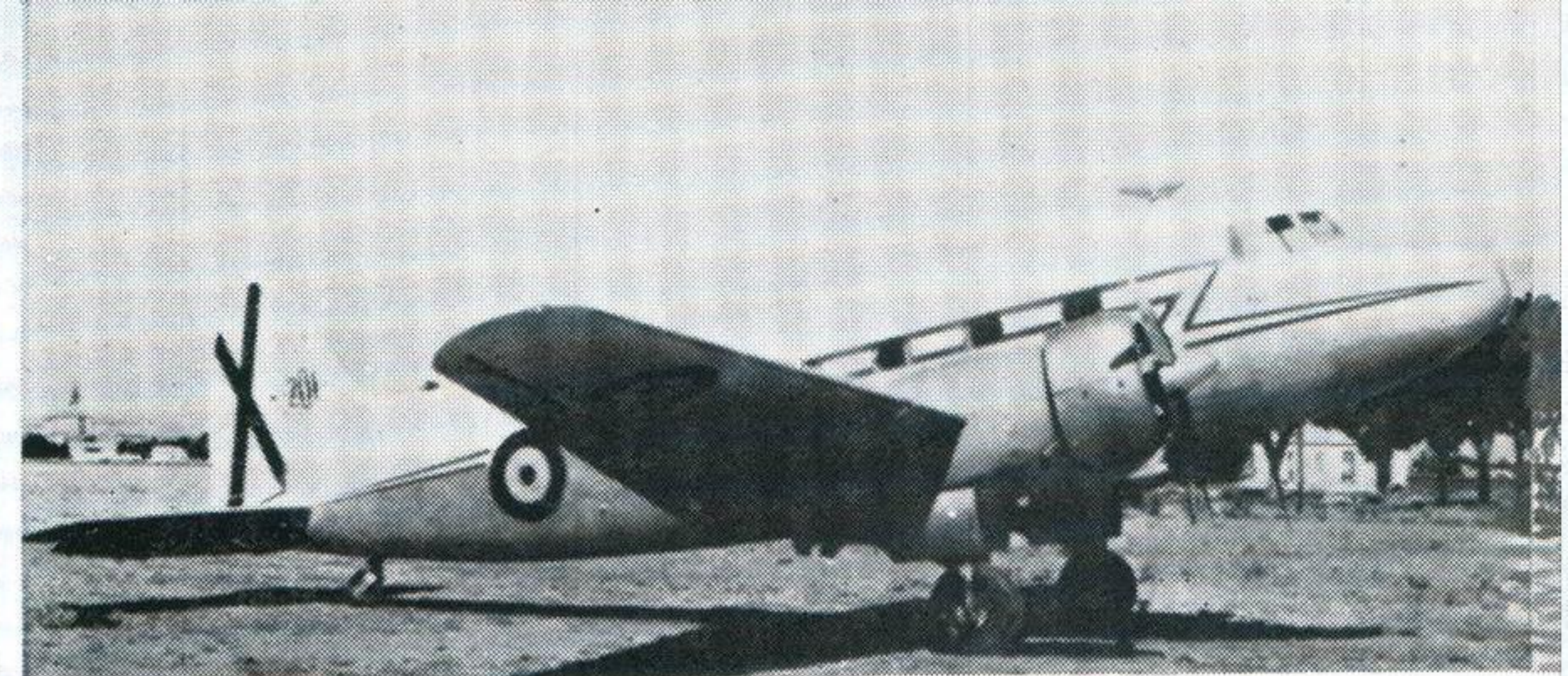
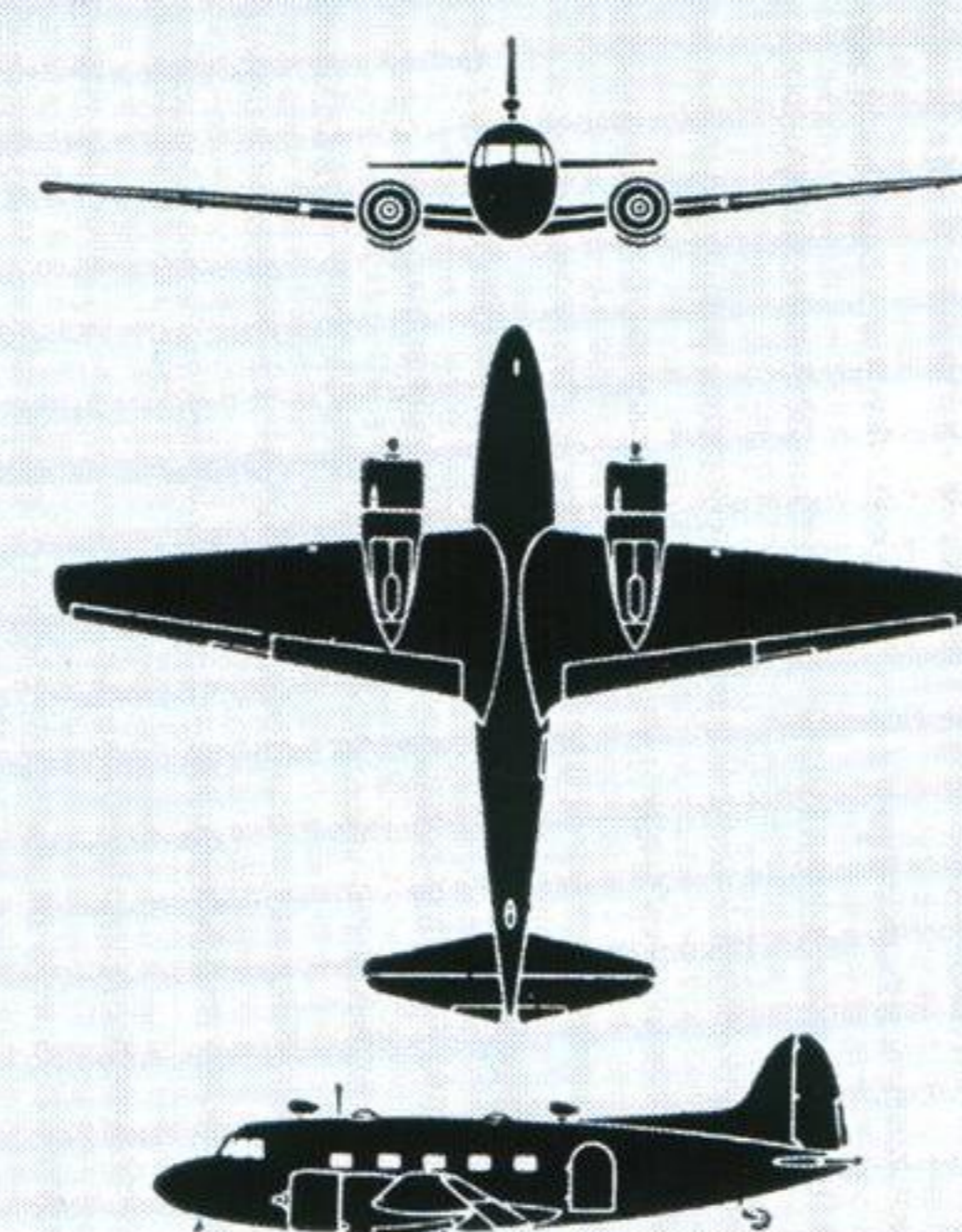
SCANDIA Swedish transport also built in limited numbers in Holland and currently used in Scandinavia and South America.
Span 92 feet



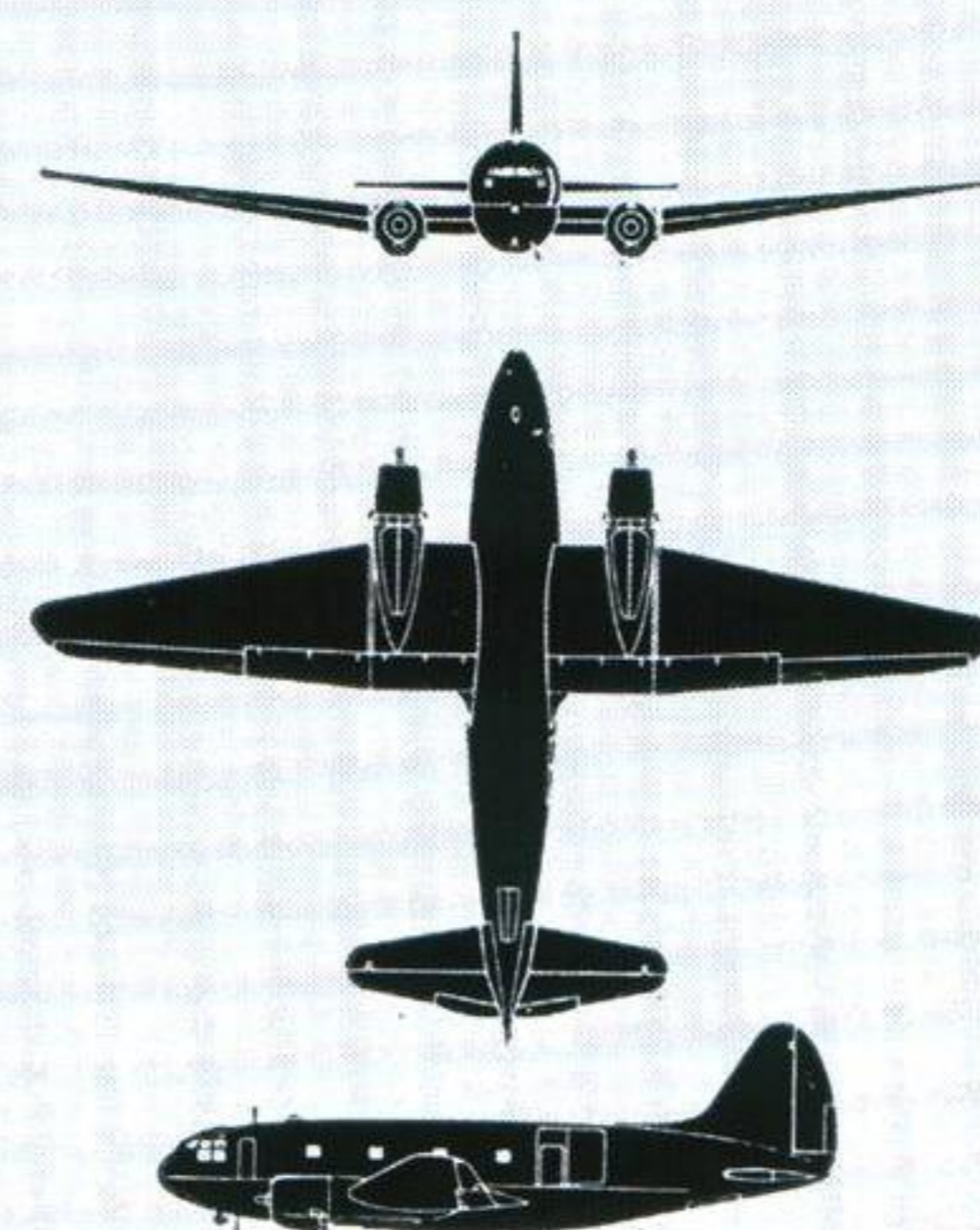
SUPER DAKOTA Development of Dakota as the C-117 for American Services entailing re-designed wing and tail.
Span 90 feet



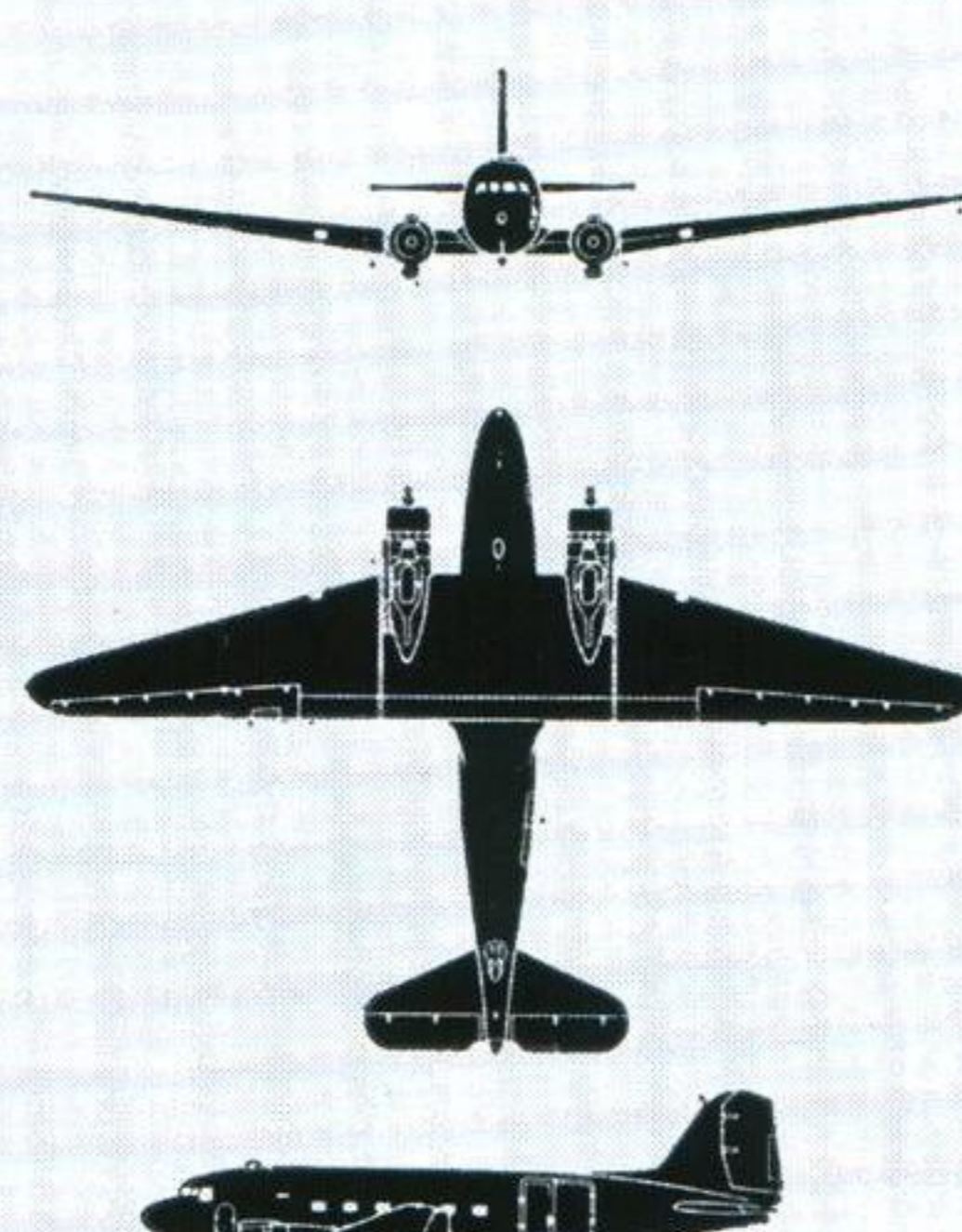
AZOR Designated T.7 in the Spanish Air Force this military transport is the largest aircraft of Spanish design to be built.
Span 91 feet



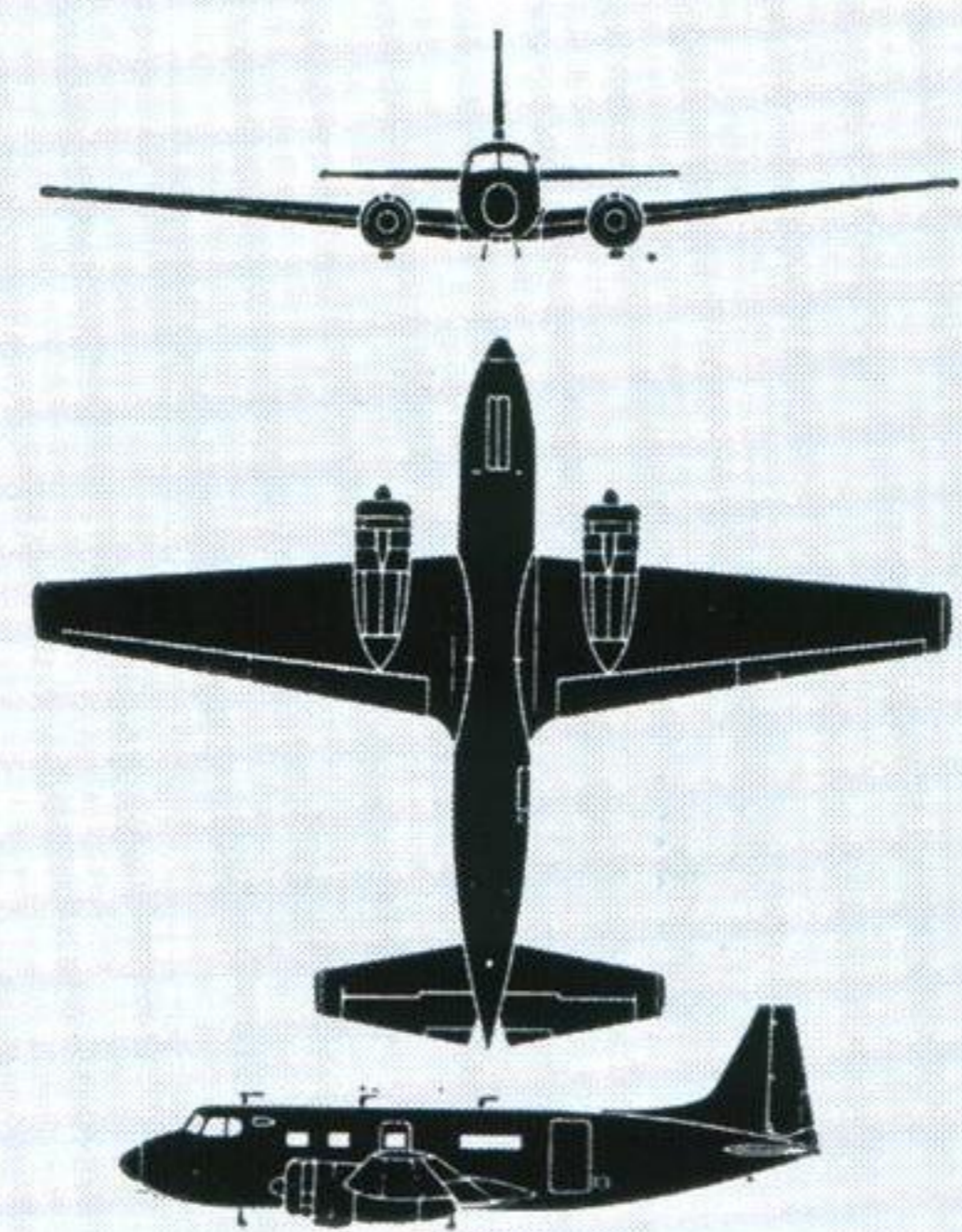
ALCOTAN Designated T.5 by the Spanish Air Force, about one hundred have been built.
Span 60 feet



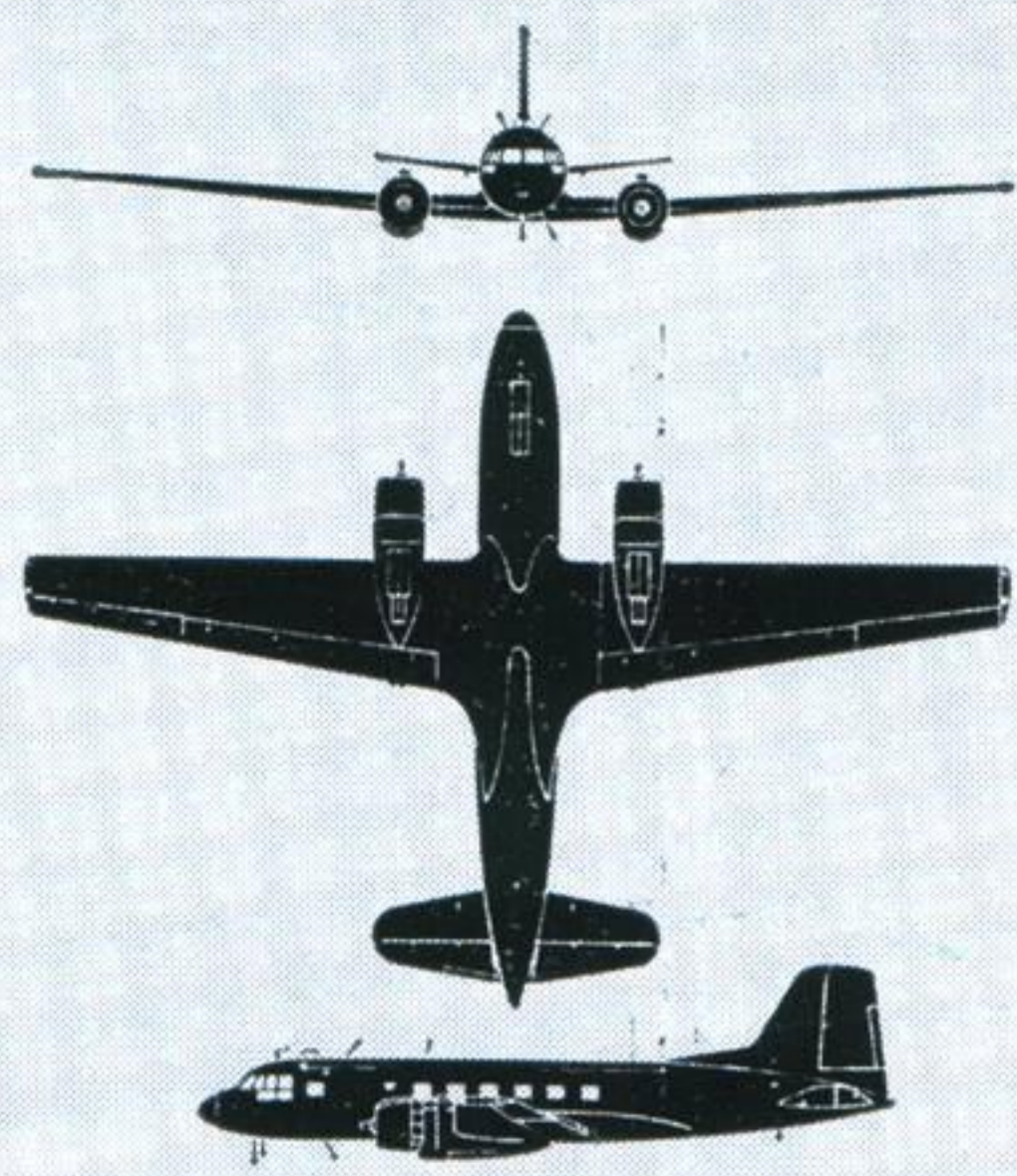
COMMANDO The wartime C-46 of the American Forces is still in military and civil service in numbers world-wide.
Span 108 feet



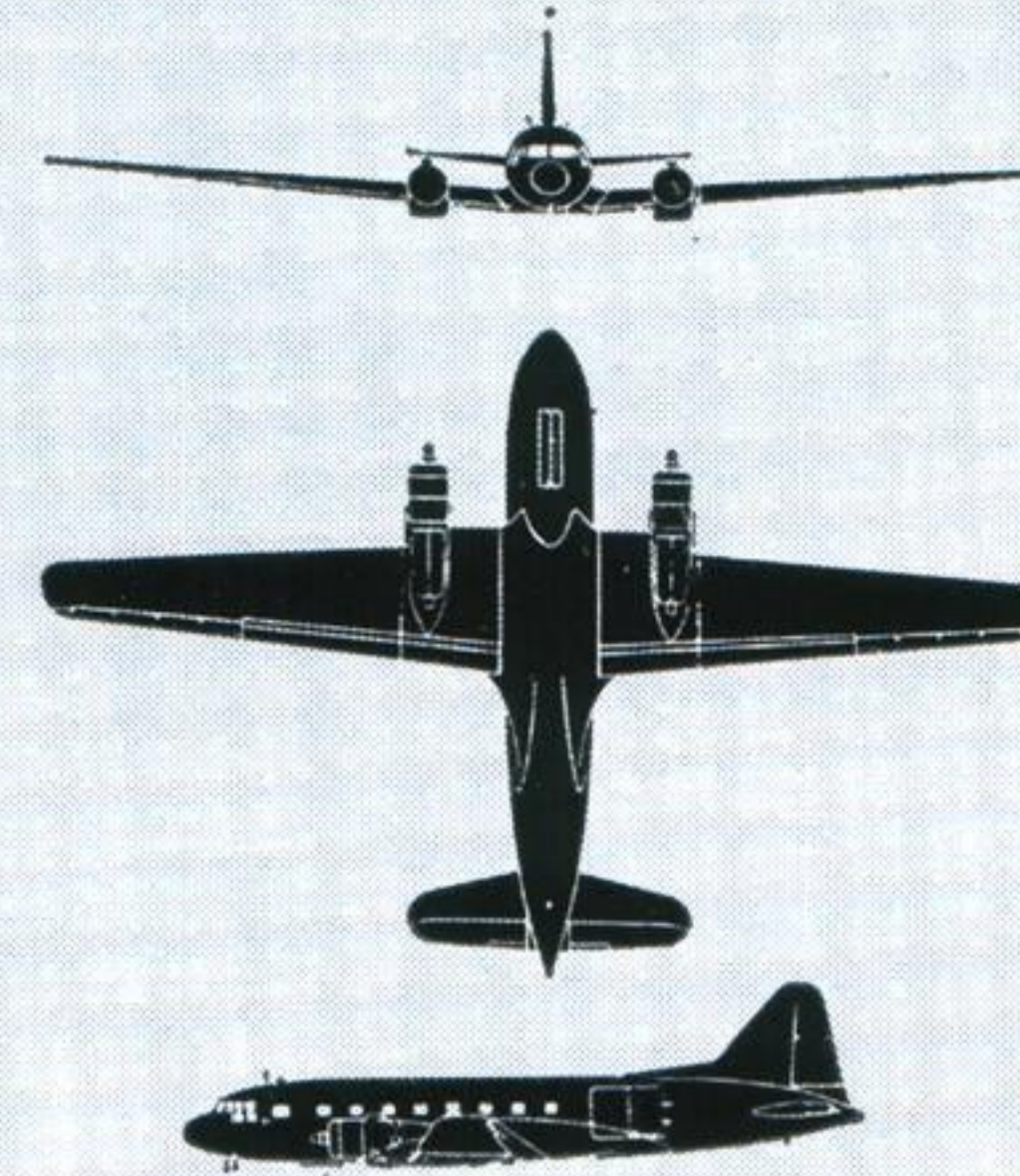
DAKOTA Built in larger numbers than any other transport and still the most widely used, is the DC-3 Dakota (C-47 of the U.S.A.F.).
Span 95 feet



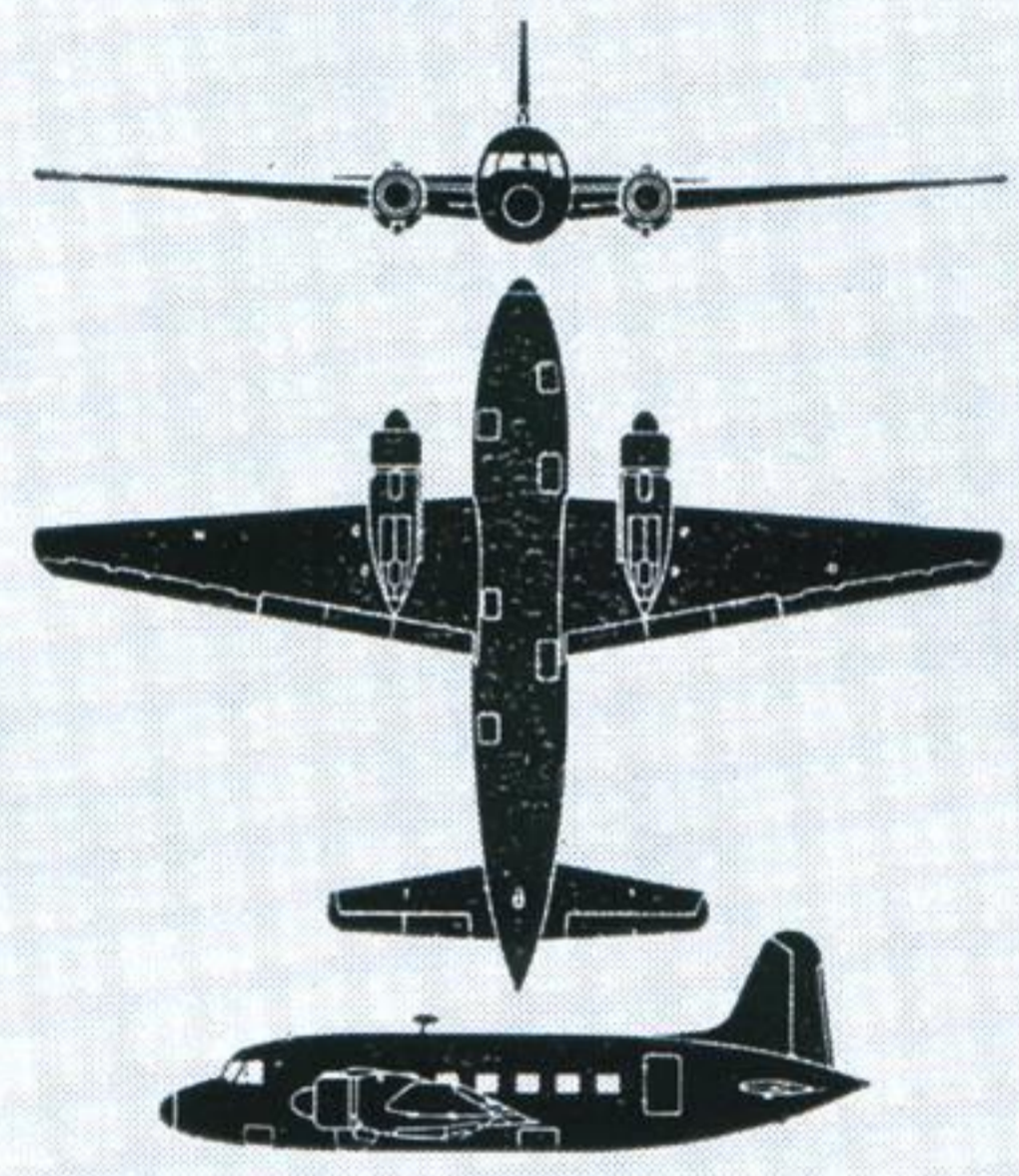
HALCON Designated T.6 in the Spanish Air Force which has ordered a total of twenty as transports.
Span 71 feet



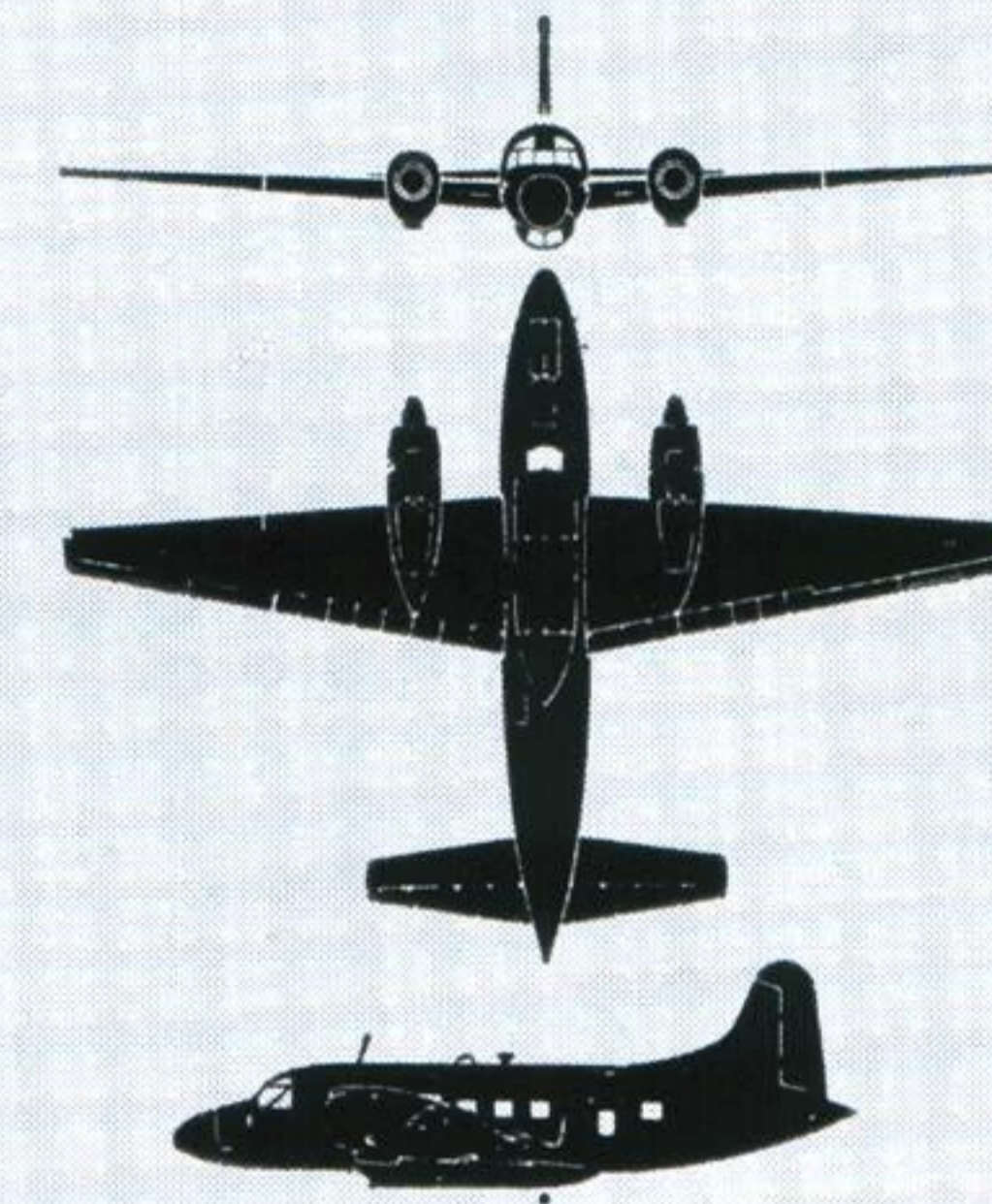
CRATE Produced in large numbers in Russia and Czechoslovakia in two main versions with variations in fuselage length. Military versions serve in Soviet Bloc and certain Arab countries. Span 104 feet



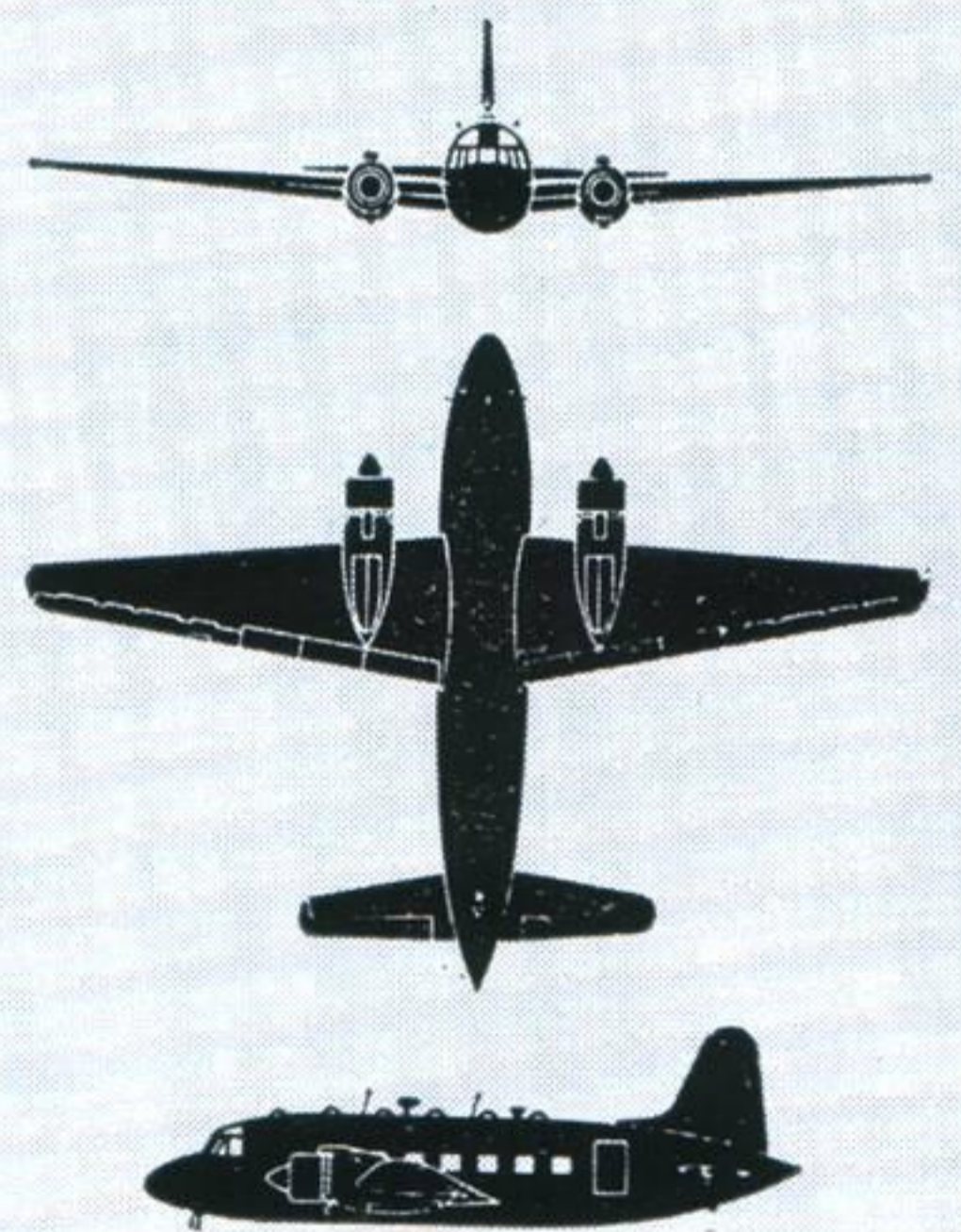
COACH Although out-dated by the Crate, the Coach still serves in Russia and with the military forces of Soviet Bloc countries and with the Sino-Communist air arm. Span 104 feet



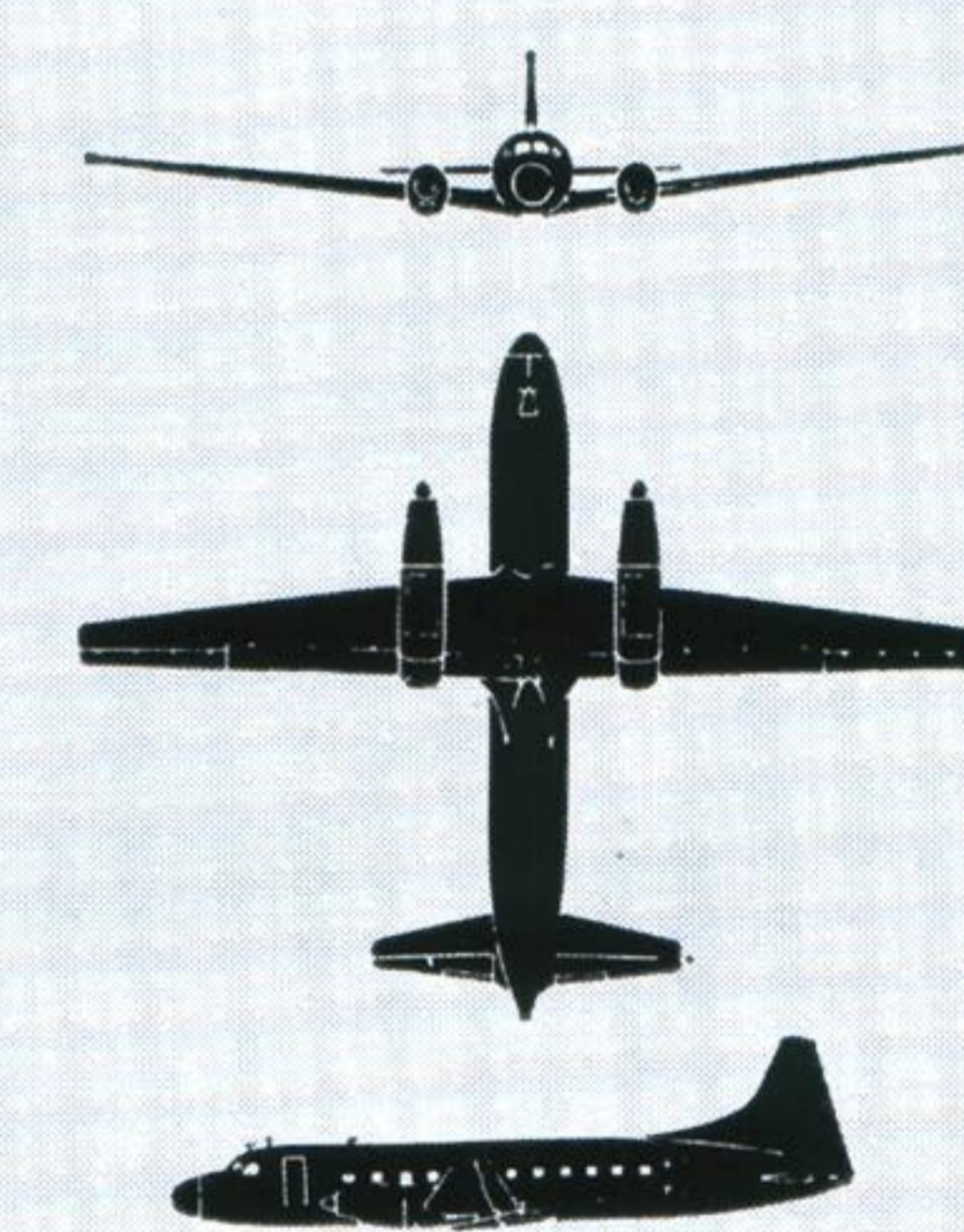
VIKING Over thirty of Britain's first post-war commercial transport aircraft are currently flying. The two versions built vary in fuselage length and nose shape. Span 89 feet



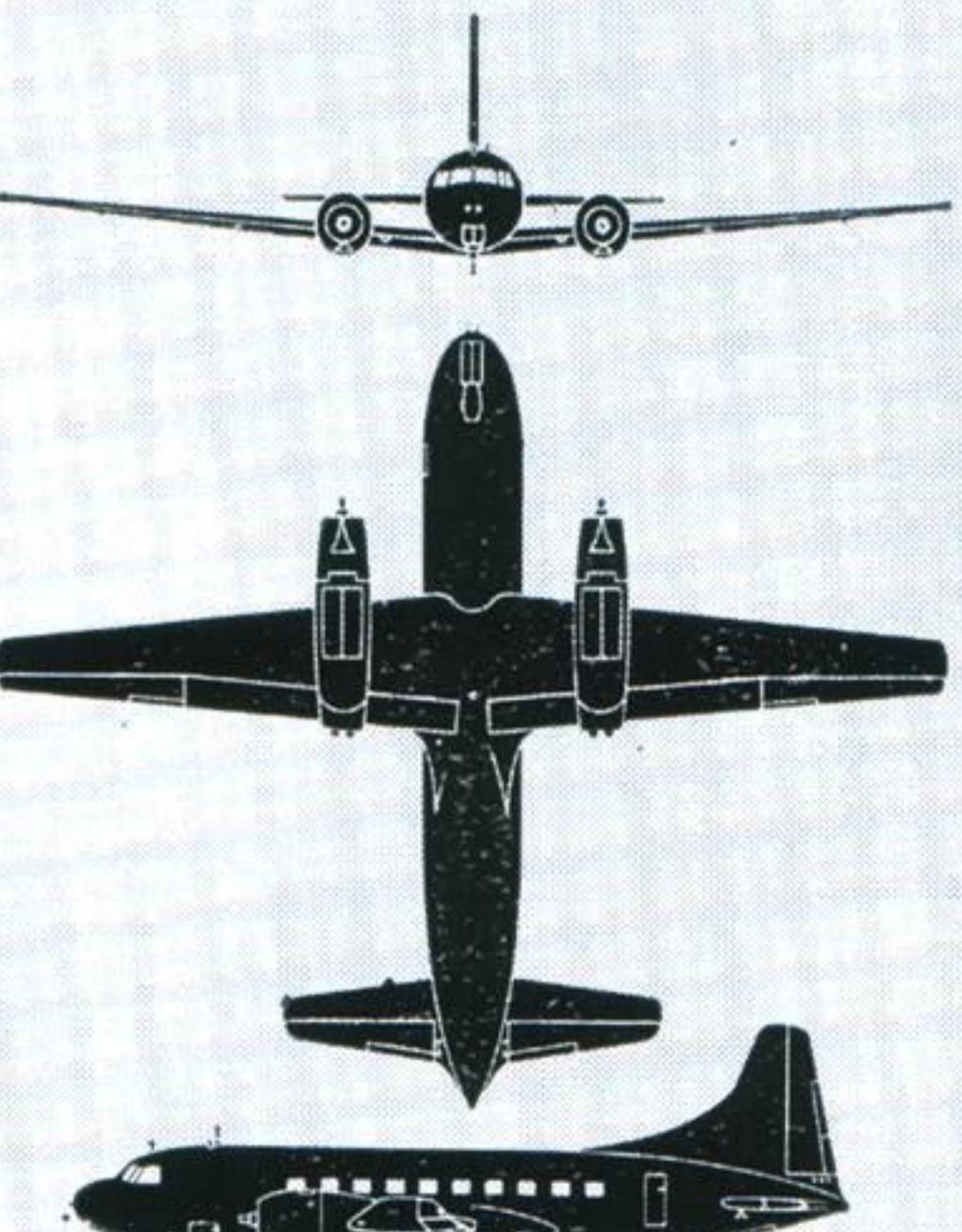
Varsity Similar to the Valetta except for the nose section and pannier bay under the fuselage, the Varsity is still used exclusively by the R.A.F. for crew training. Span 96 feet



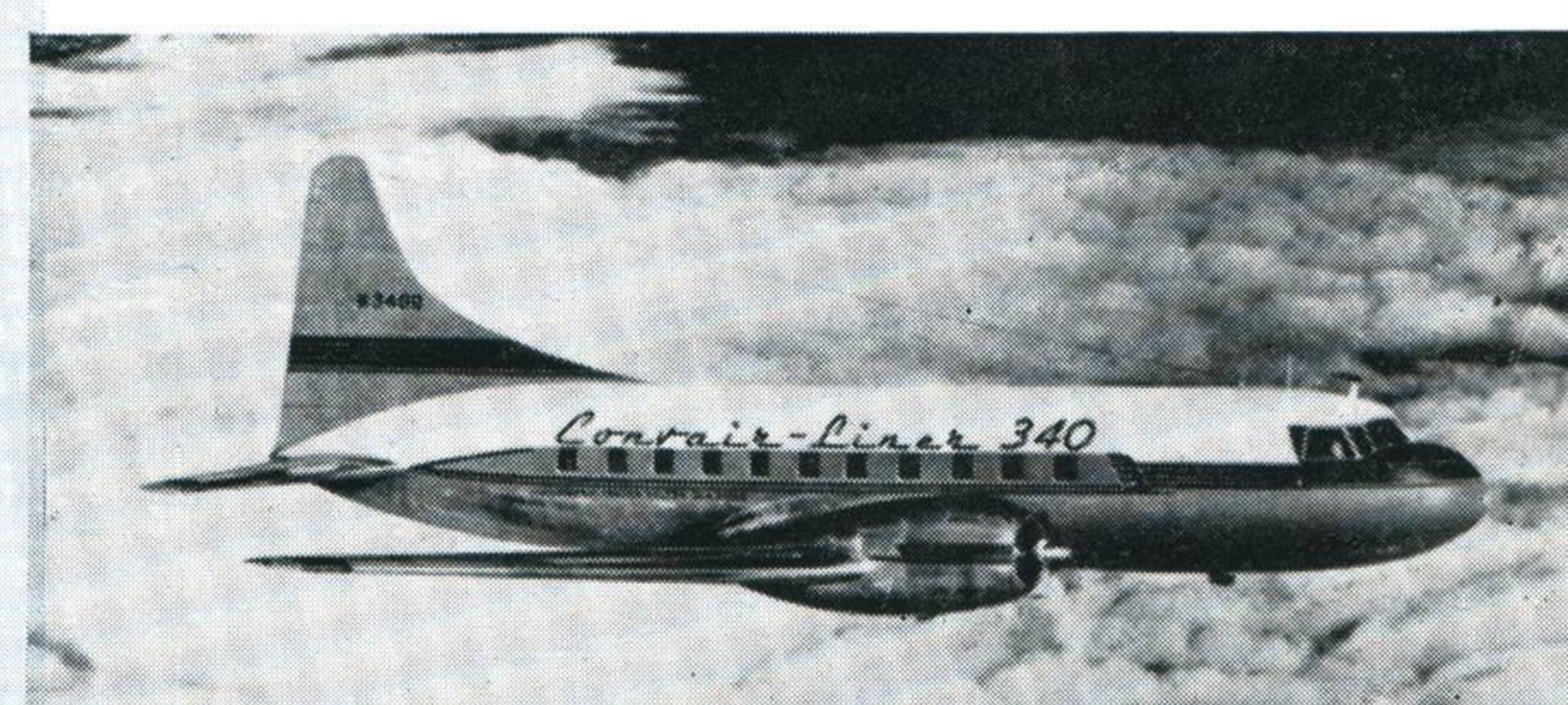
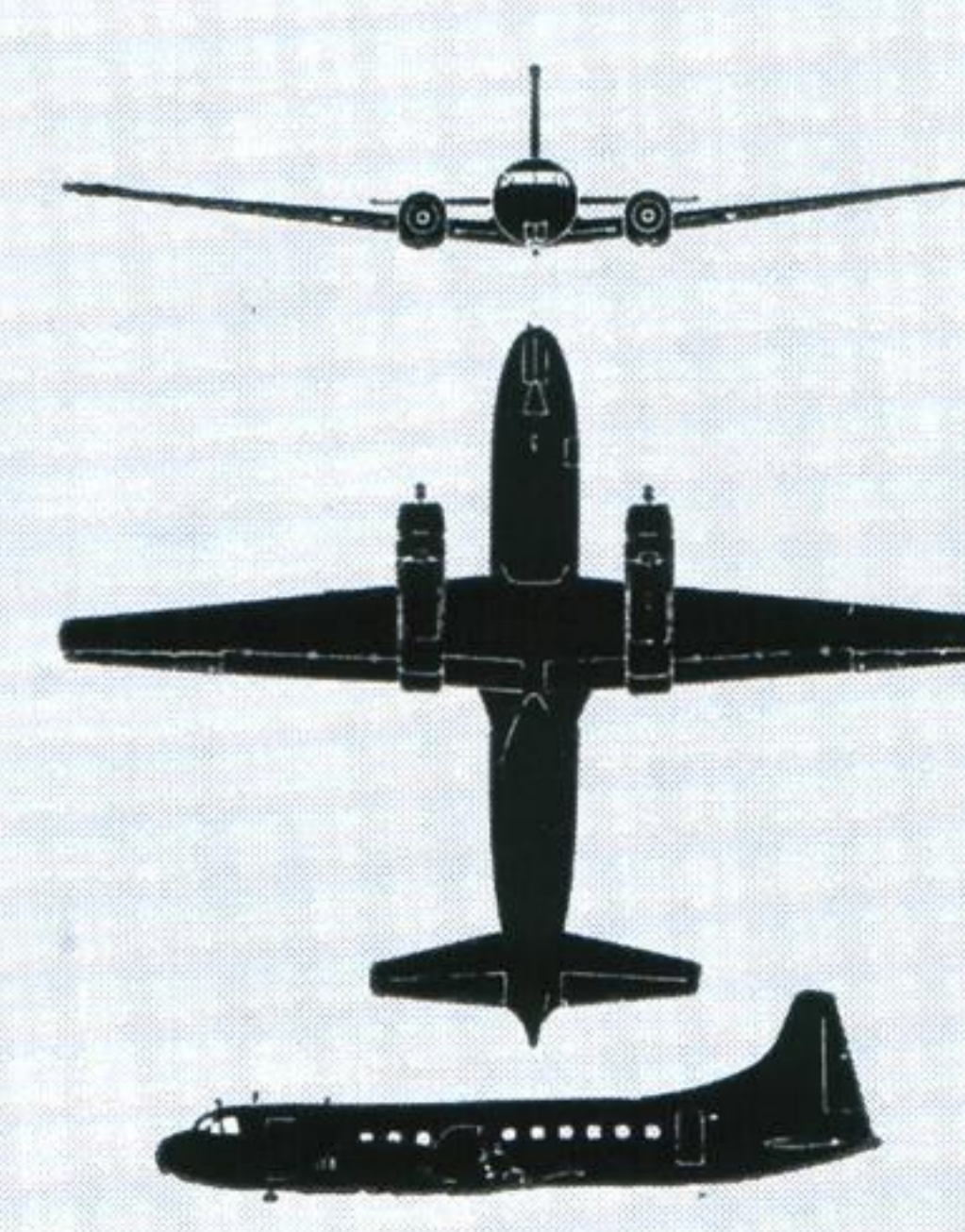
VALETTA Military transport version of the Viking; a few remain, exclusively in R.A.F. service, for troop carrying, freighting, crew training, etc. according to version. Span 89 feet



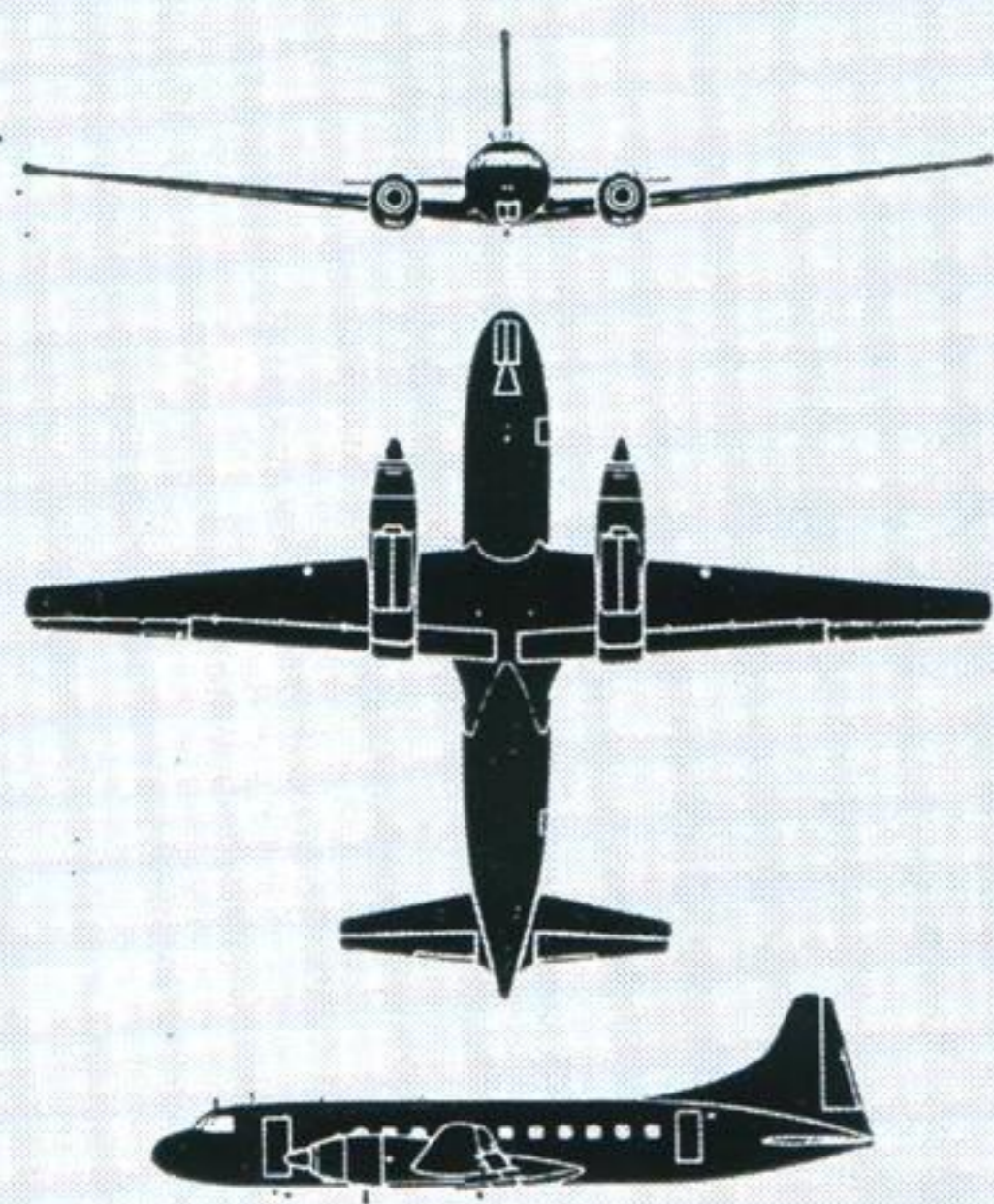
COSMOPOLITAN Developed from the Convair series 540 standard this Canadian-built transport is variously called the Canadair CL-66B, Canadair 540 or CC-109 Cosmopolitan in R.C.A.F. service. Span 105 feet



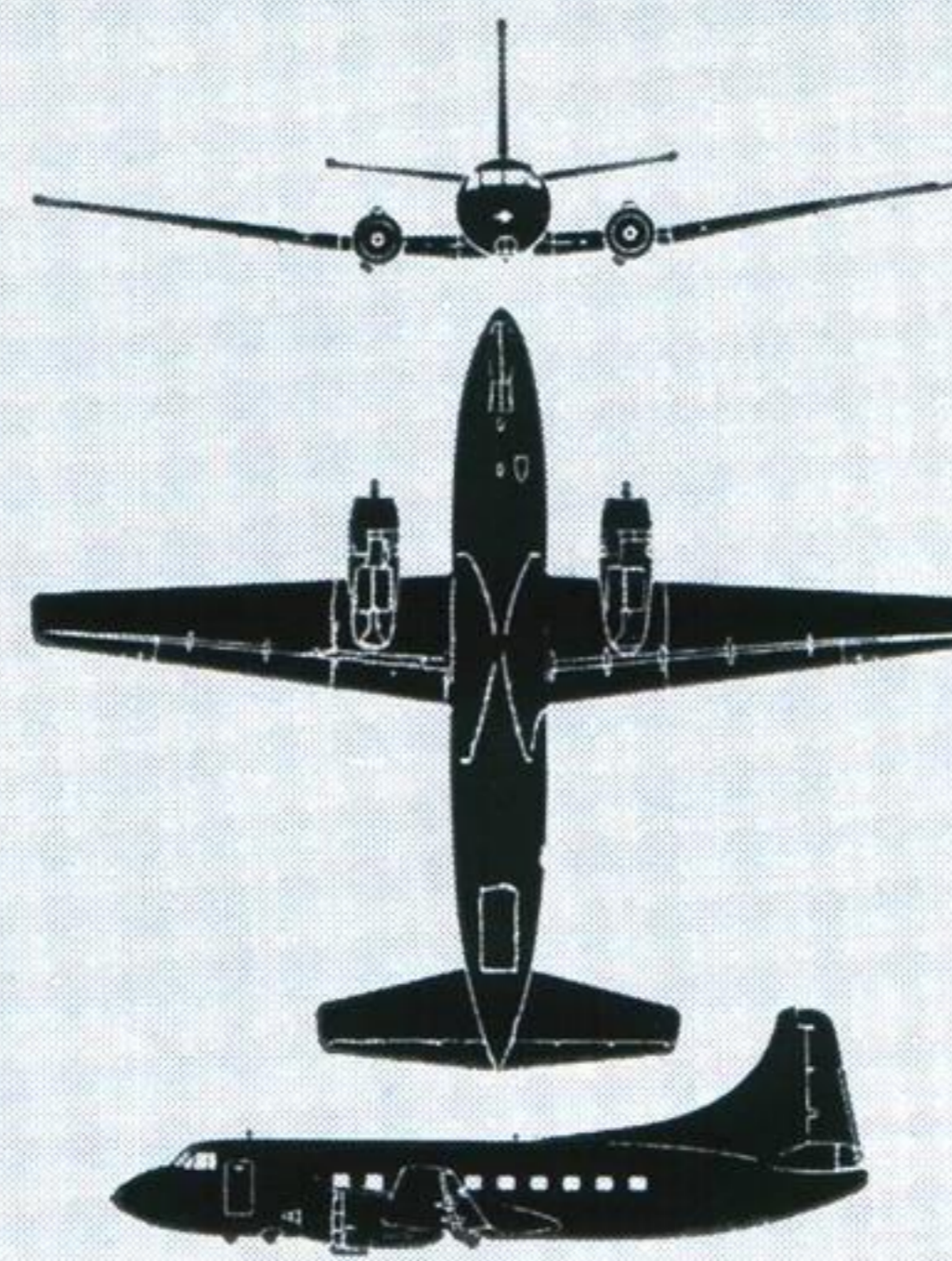
CONVAIR 240 Still used by airlines world-wide and by the U.S.A.F. for casualty evacuation and staff transport. Span 92 feet



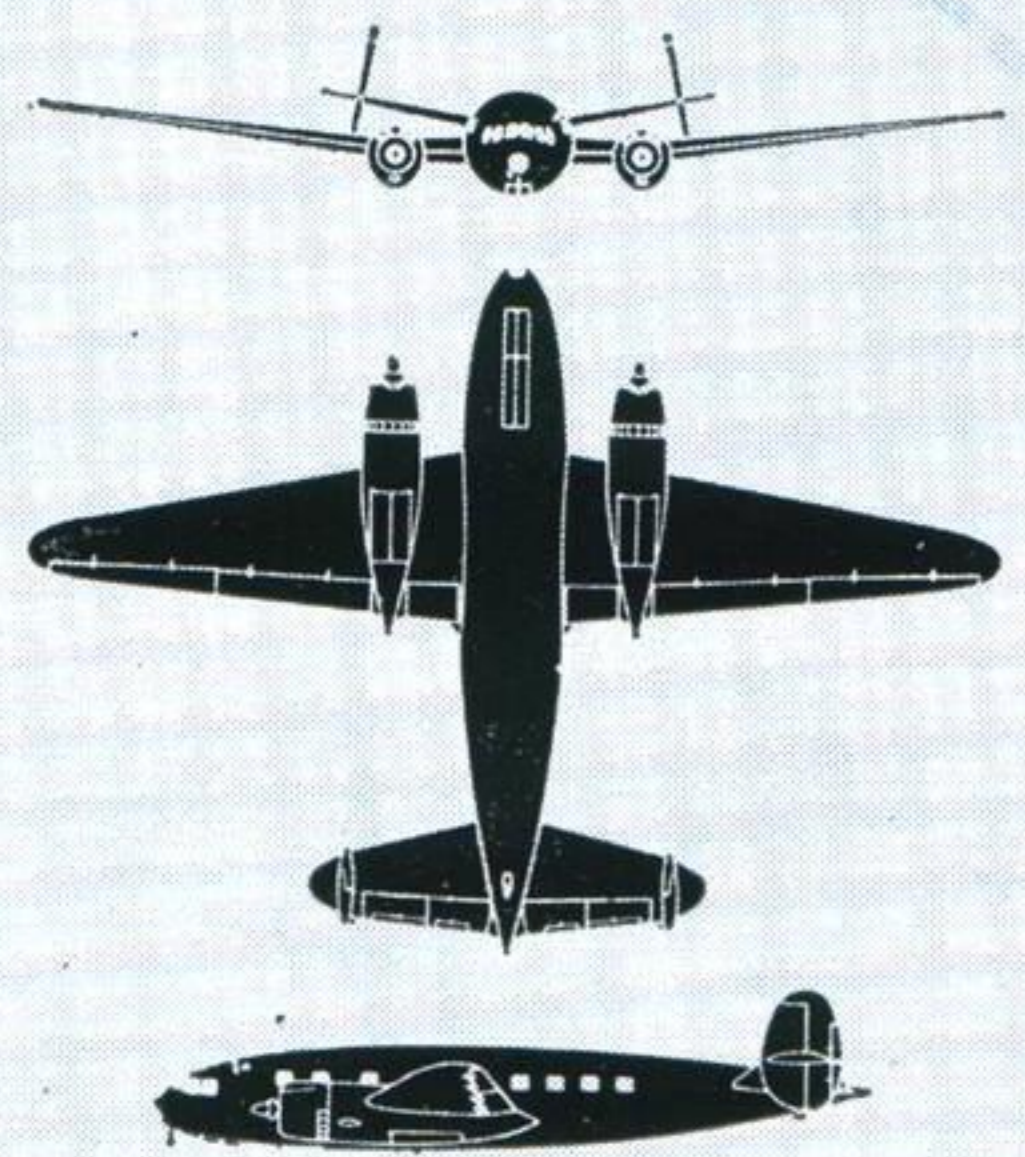
CONVAIR 340 A stretched version of the Convair 240 of which well over a hundred are currently active. Span 105 feet



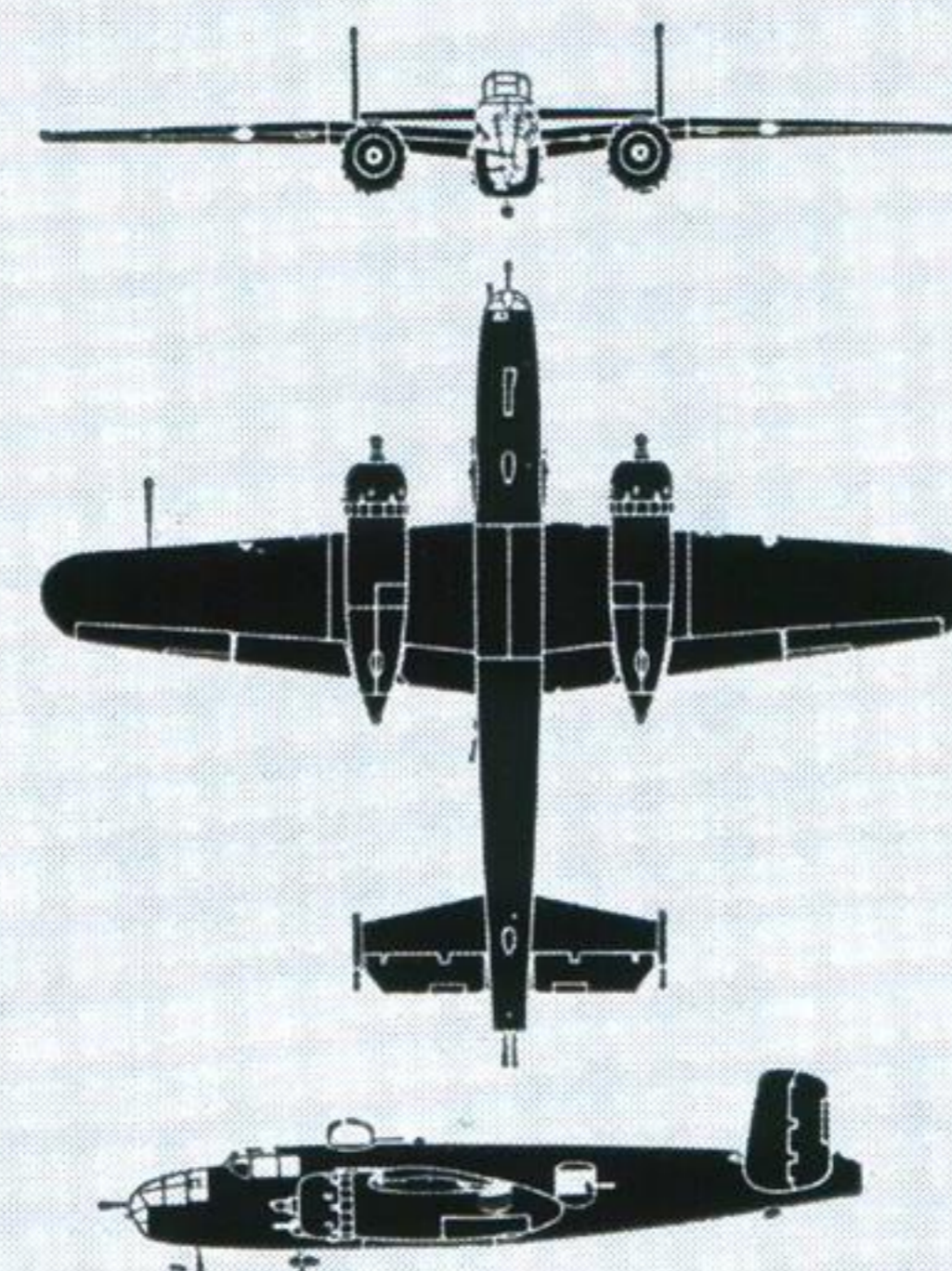
CONVAIR 440 Development of the 240/340 series, the 440 version is in use as a civil and military transport. Span 105 feet



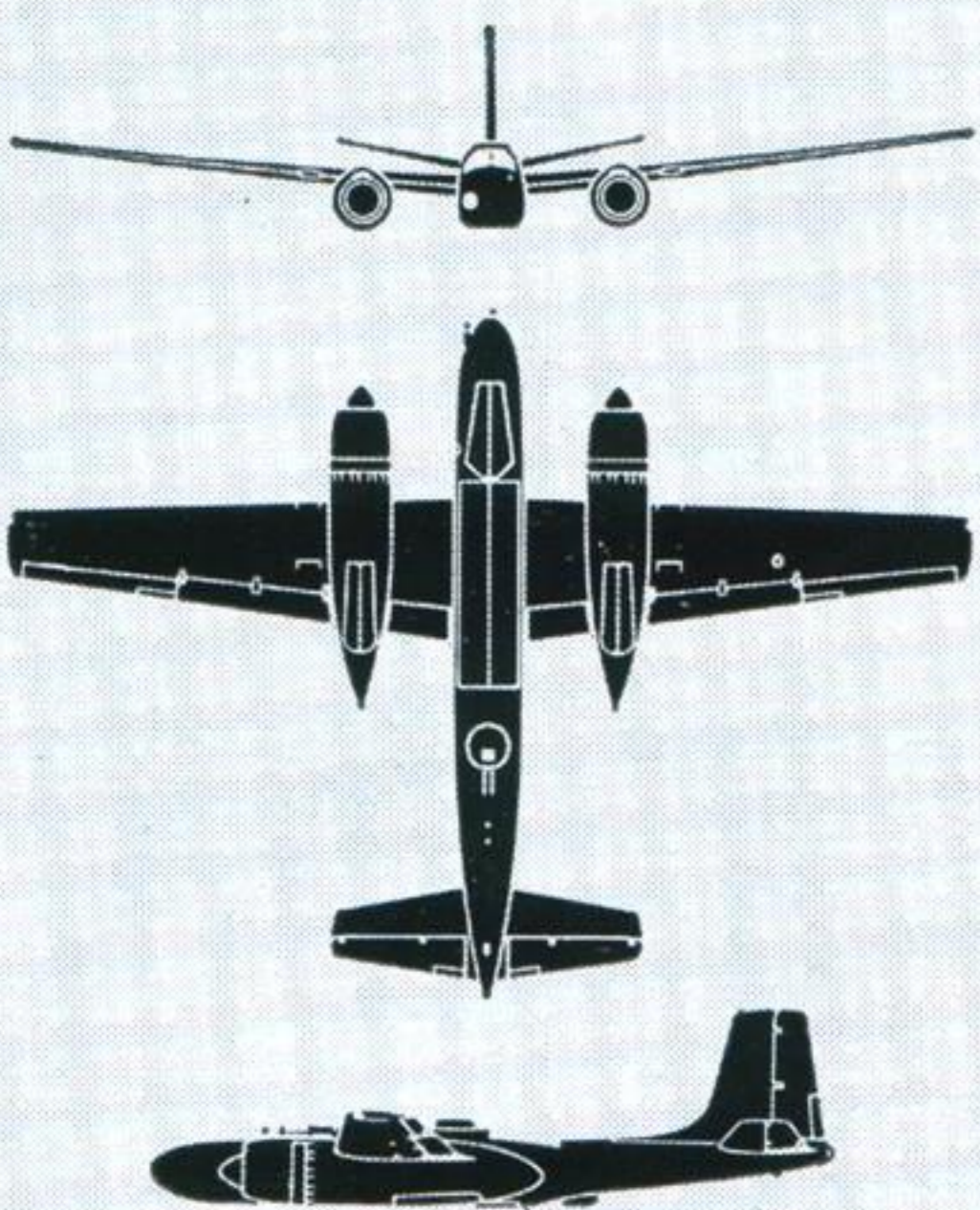
MARTIN 404 About a hundred of this model were built and the majority remain in airline service in the American continent. A few of the earlier, shorter 202 model are still in use. Span 93 feet



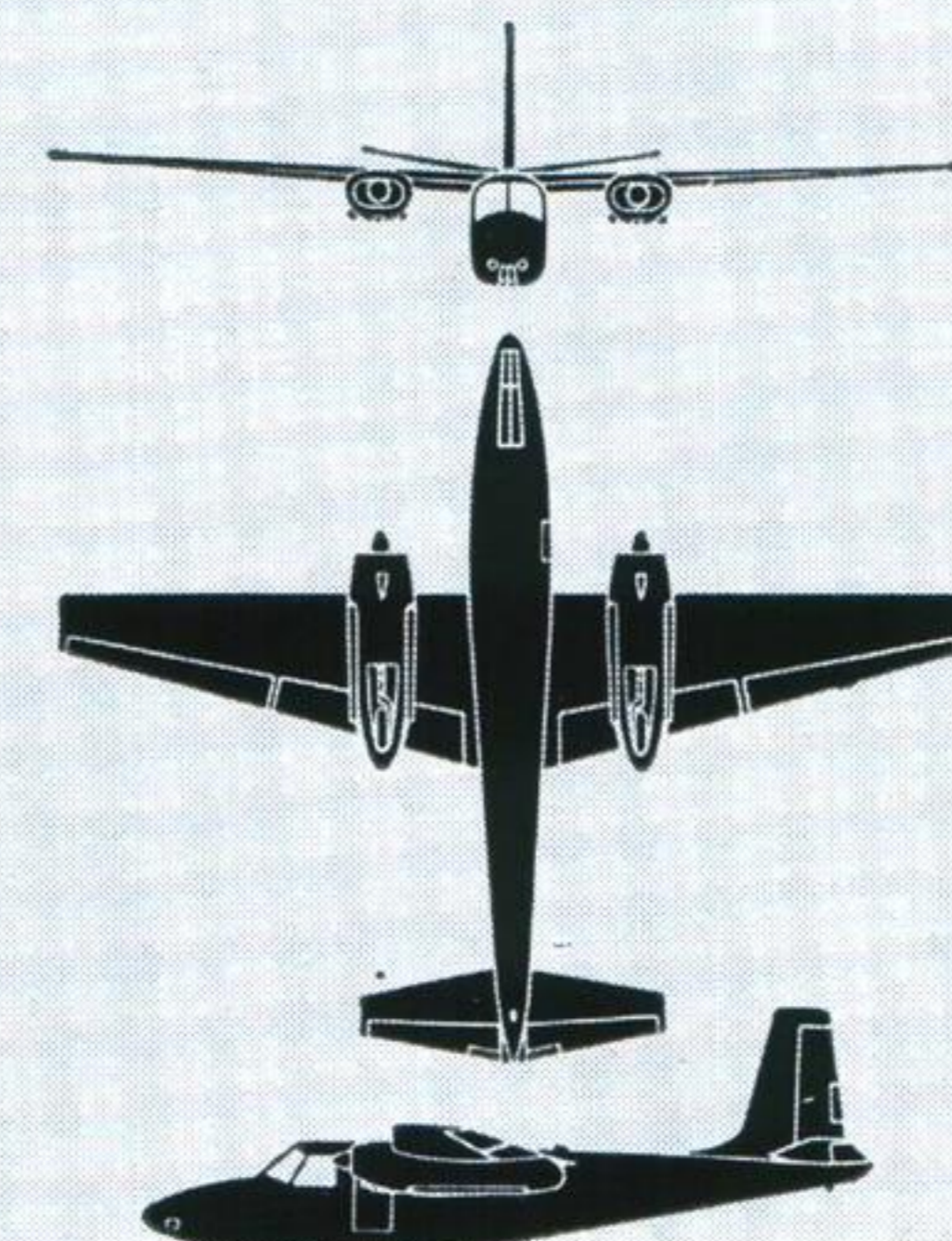
BRETAGNE Personnel and freight-carrying transports exclusive to the French Services. Span 88 feet



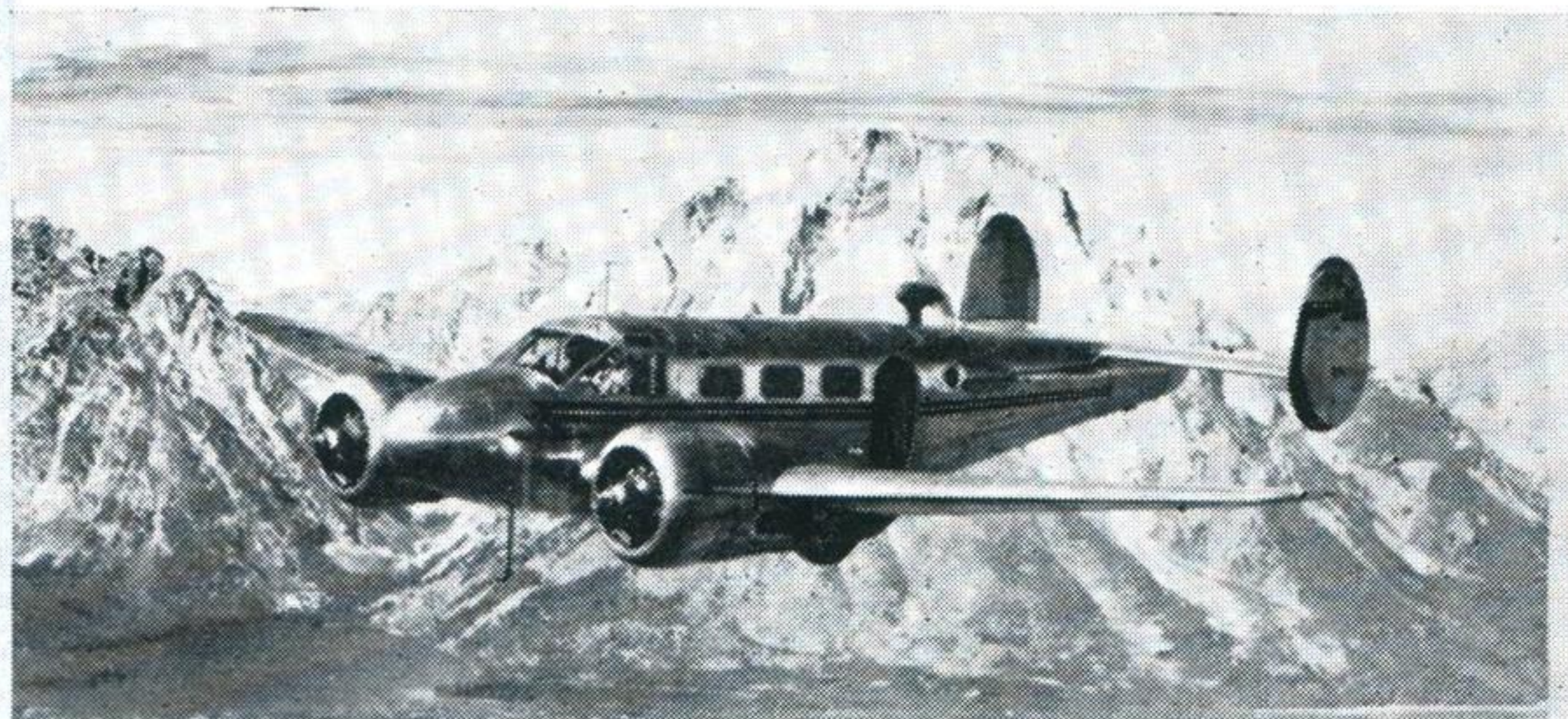
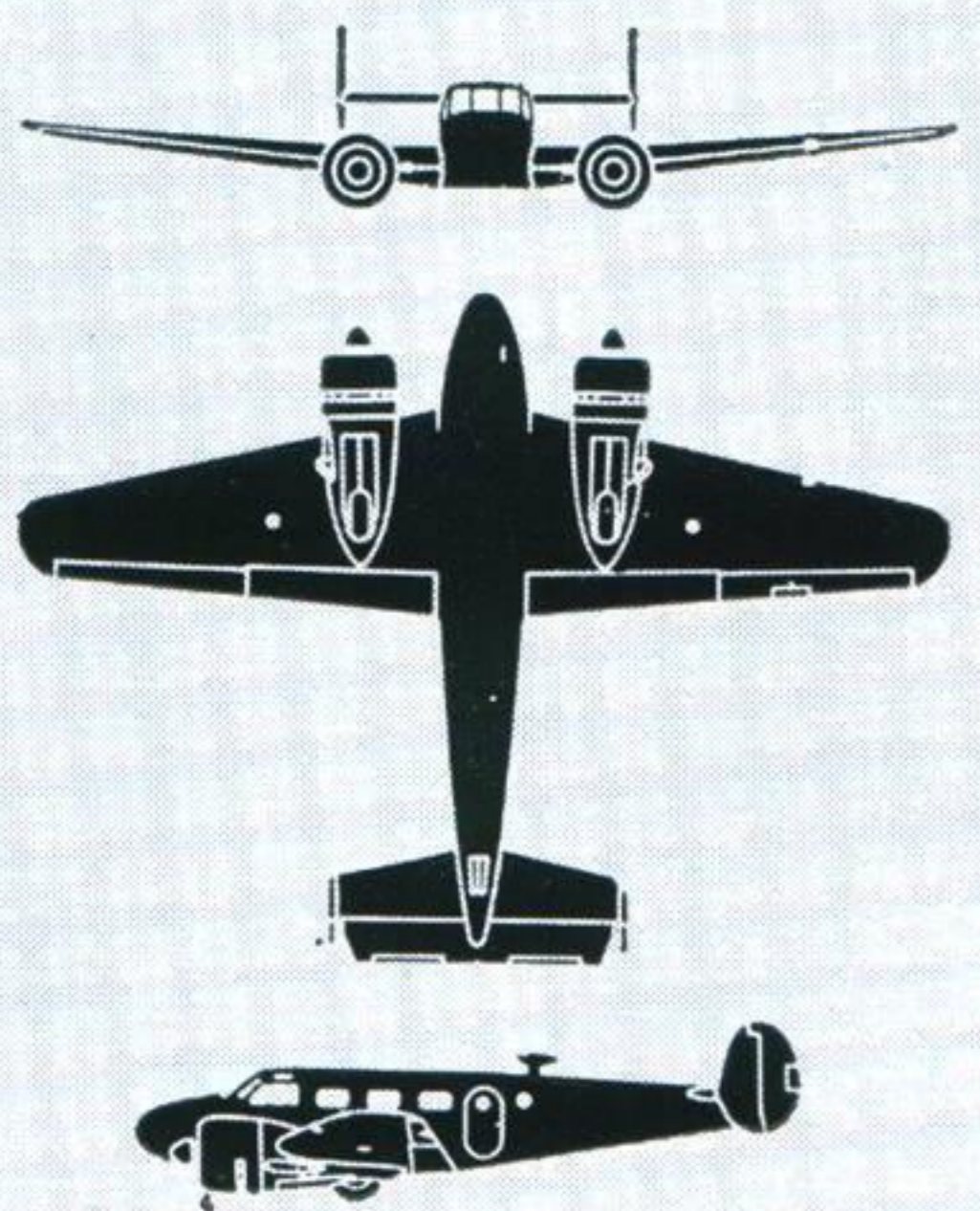
MITCHELL In several South American countries and in Indonesia the Mitchell is still in squadron service. Span 68 feet



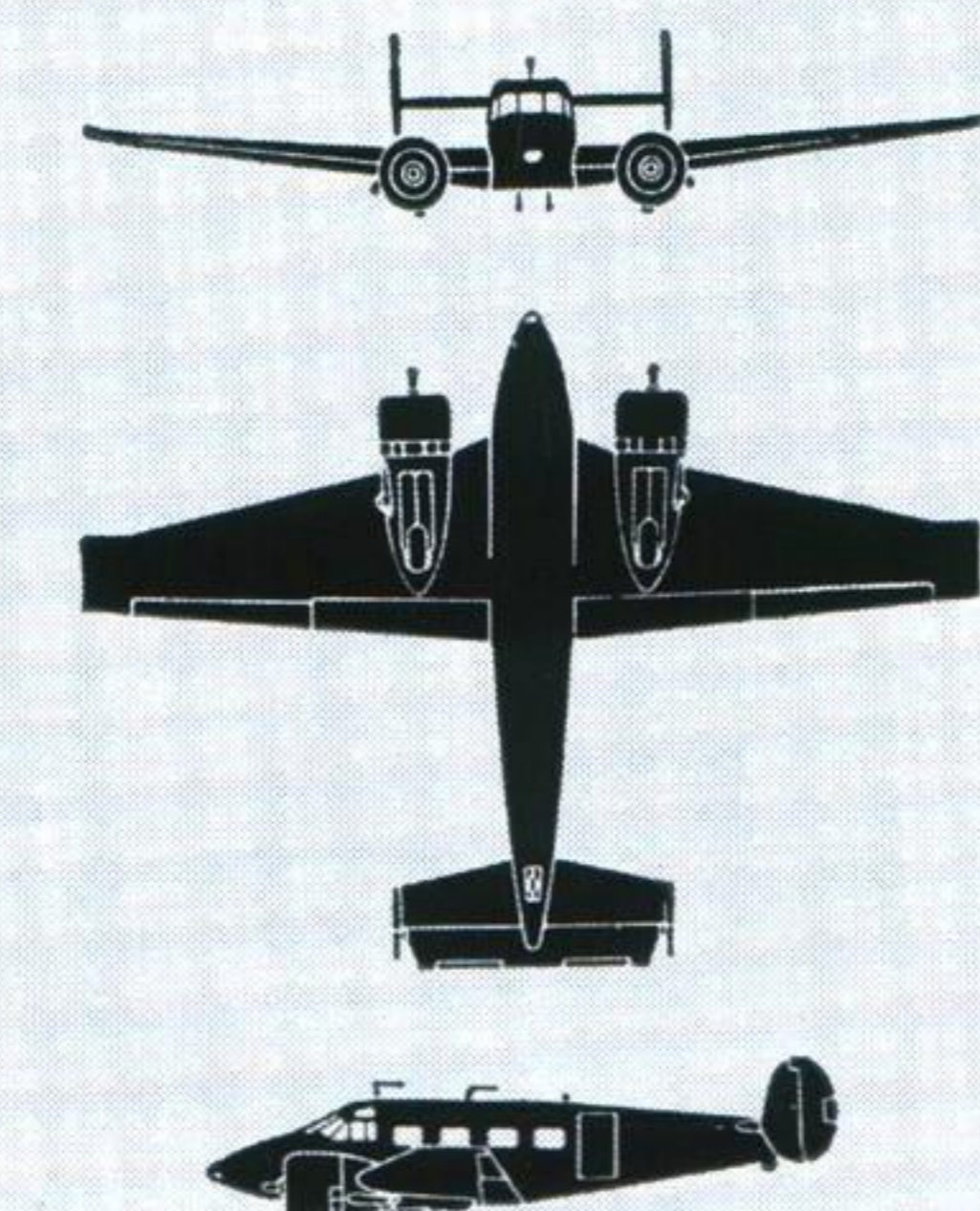
INVADER Currently serving in a dozen countries, forty of the B-26K version are being acquired by the U.S.A.F. for COIN roles. Several executive versions are on the market. Span 70 feet



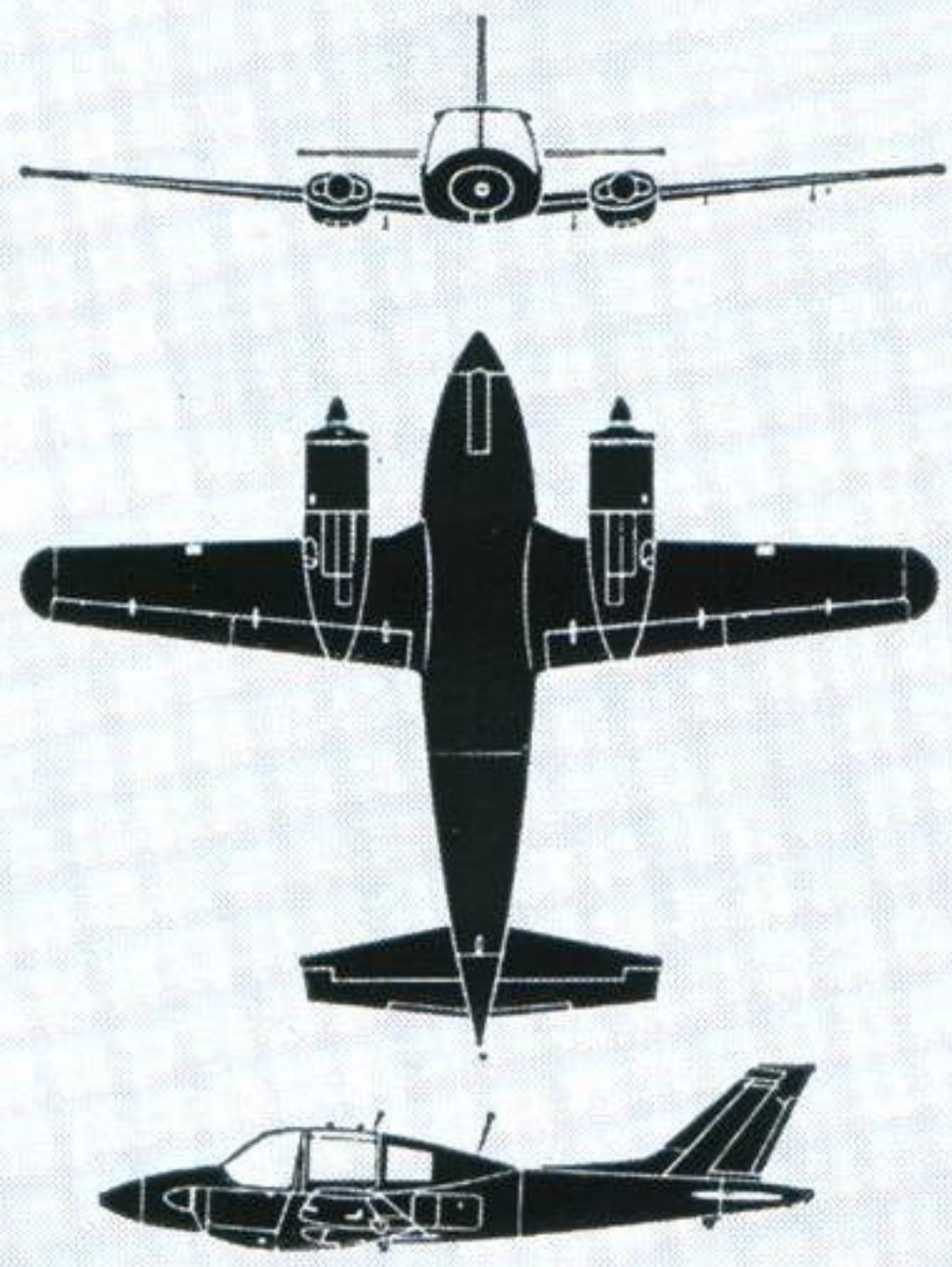
AERO COMMANDER A business transport of which the latest model, with a 6-foot fuselage extension, has been named the Grand Commander. Span 49 feet



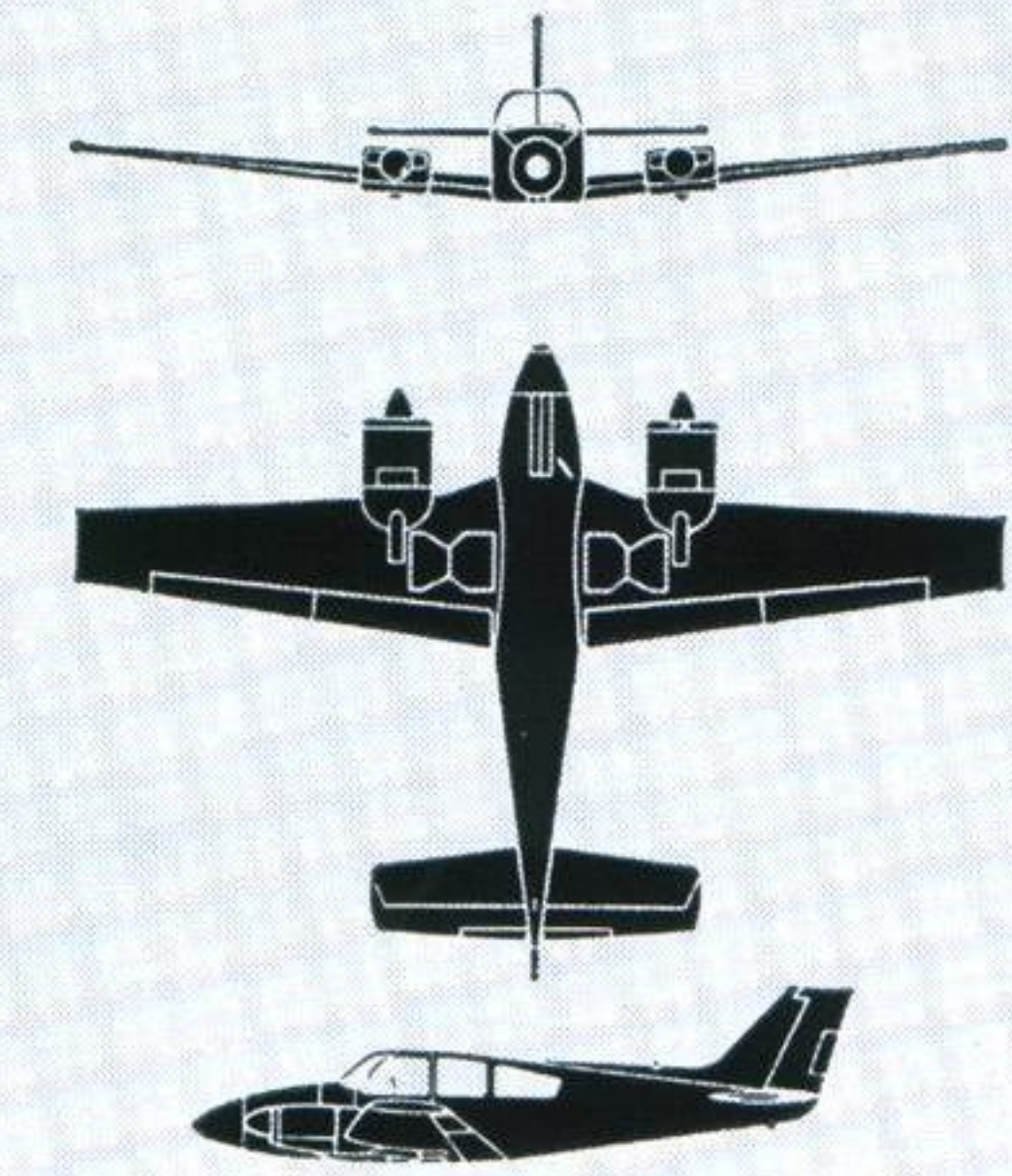
EXPEDITOR A pre-war design of which over 5,000 were built and several hundred are still in use both as military transports and civil executive aircraft. Span 48 feet



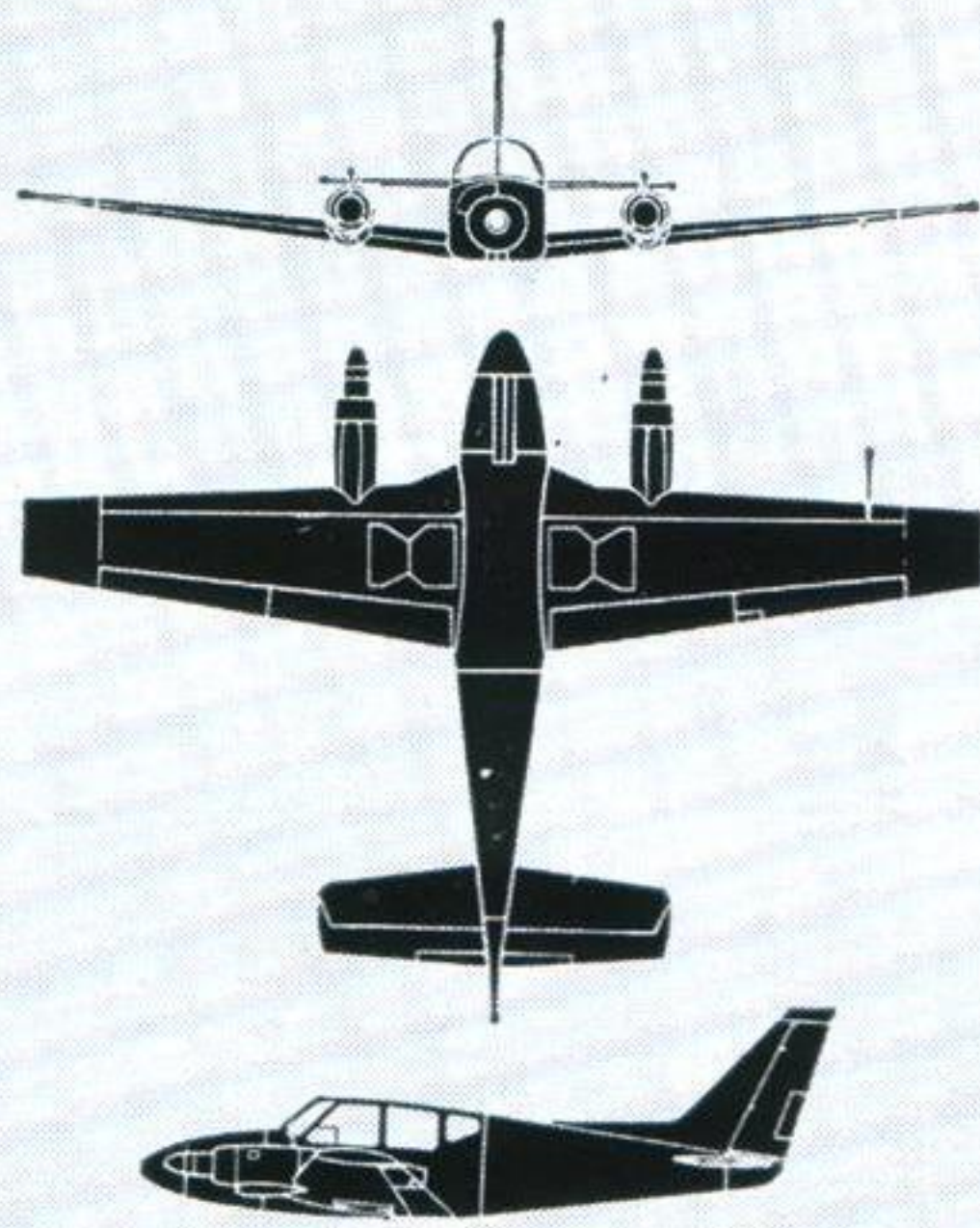
SUPER 18 A post-war refined version of the successful Expeditor which is still in production. Span 50 feet



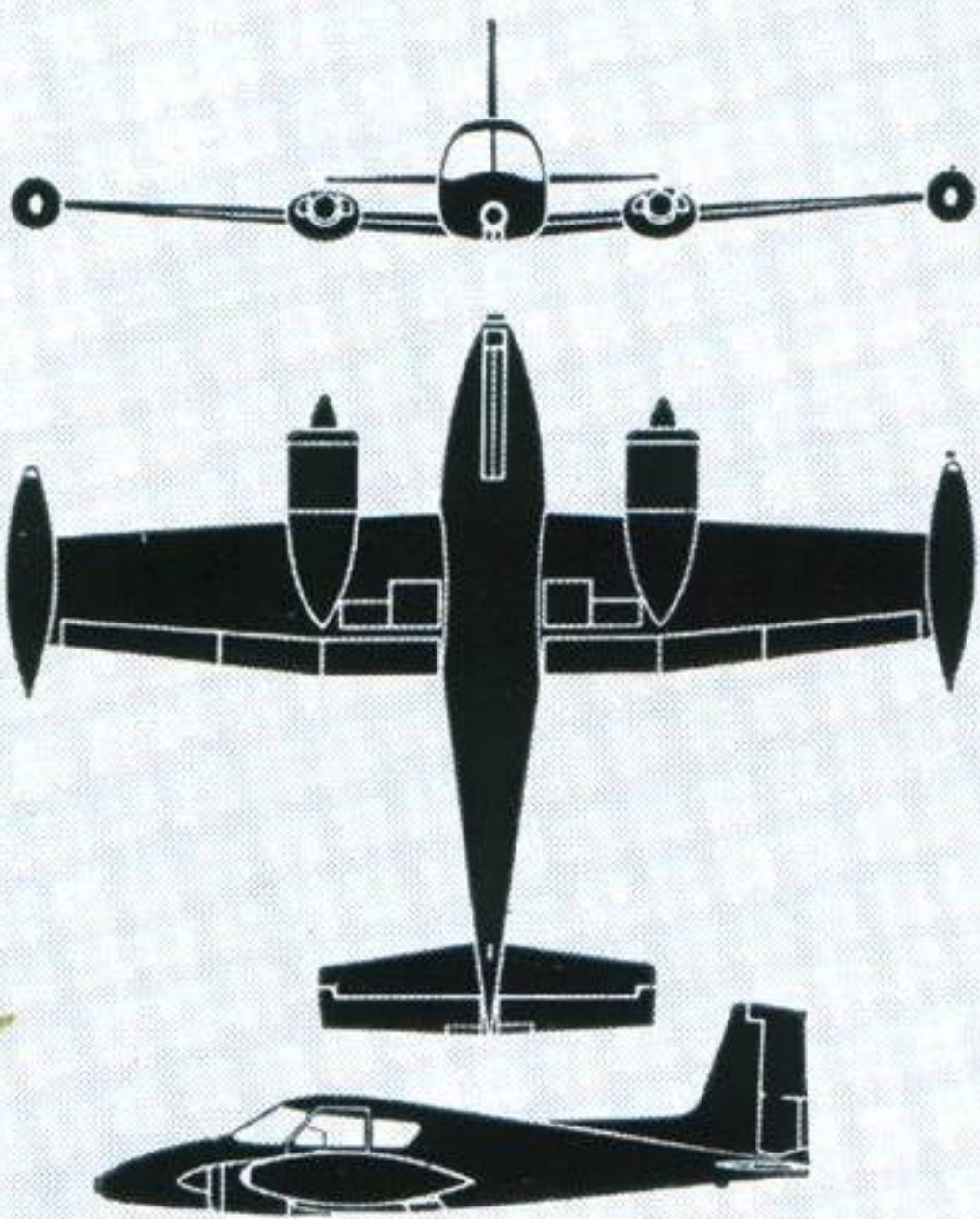
BASSET The Beagle 206 adapted by the R.A.F. as a light transport is going into service as the Basset C.C.1. Span 46 feet



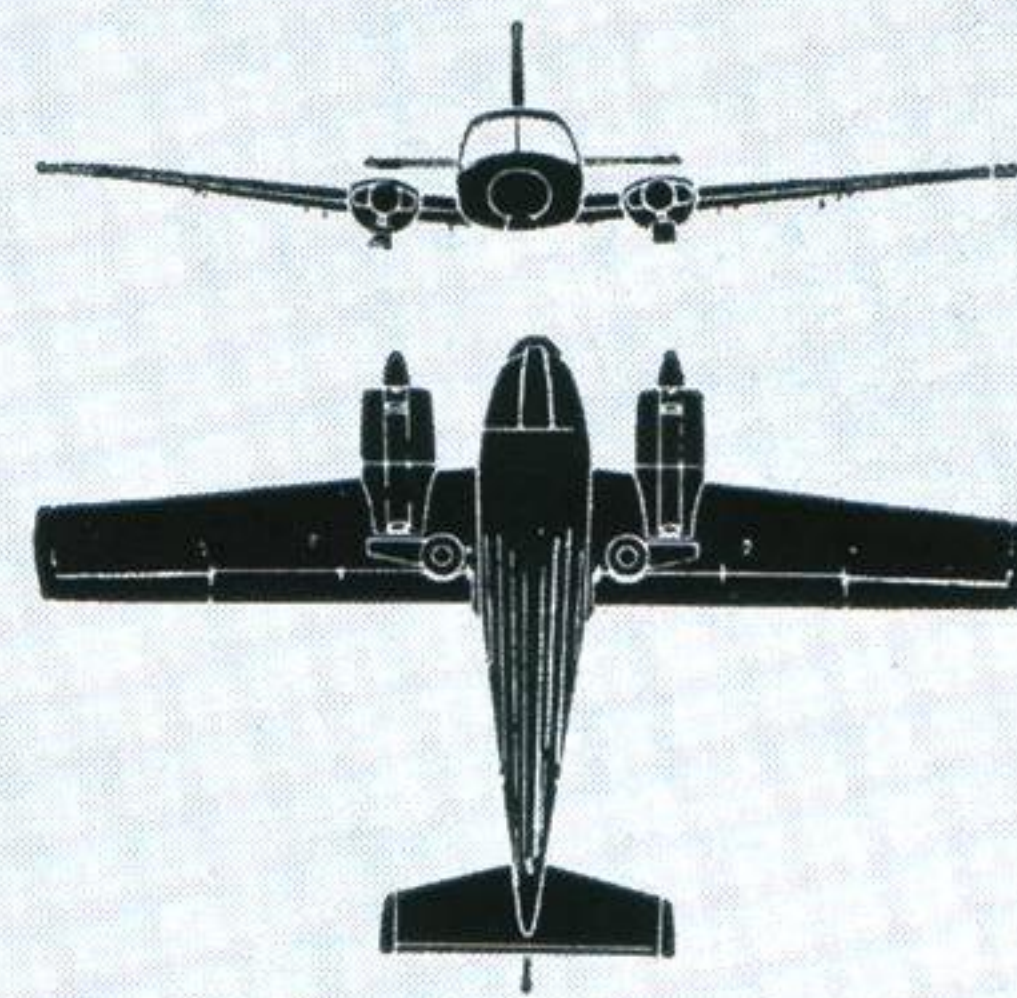
BARON An executive aircraft product of which Beech have built over 500 with 260 h.p. Continental engines compared to the 180 h.p. engines of the similar Travel Air opposite. Span 38 feet



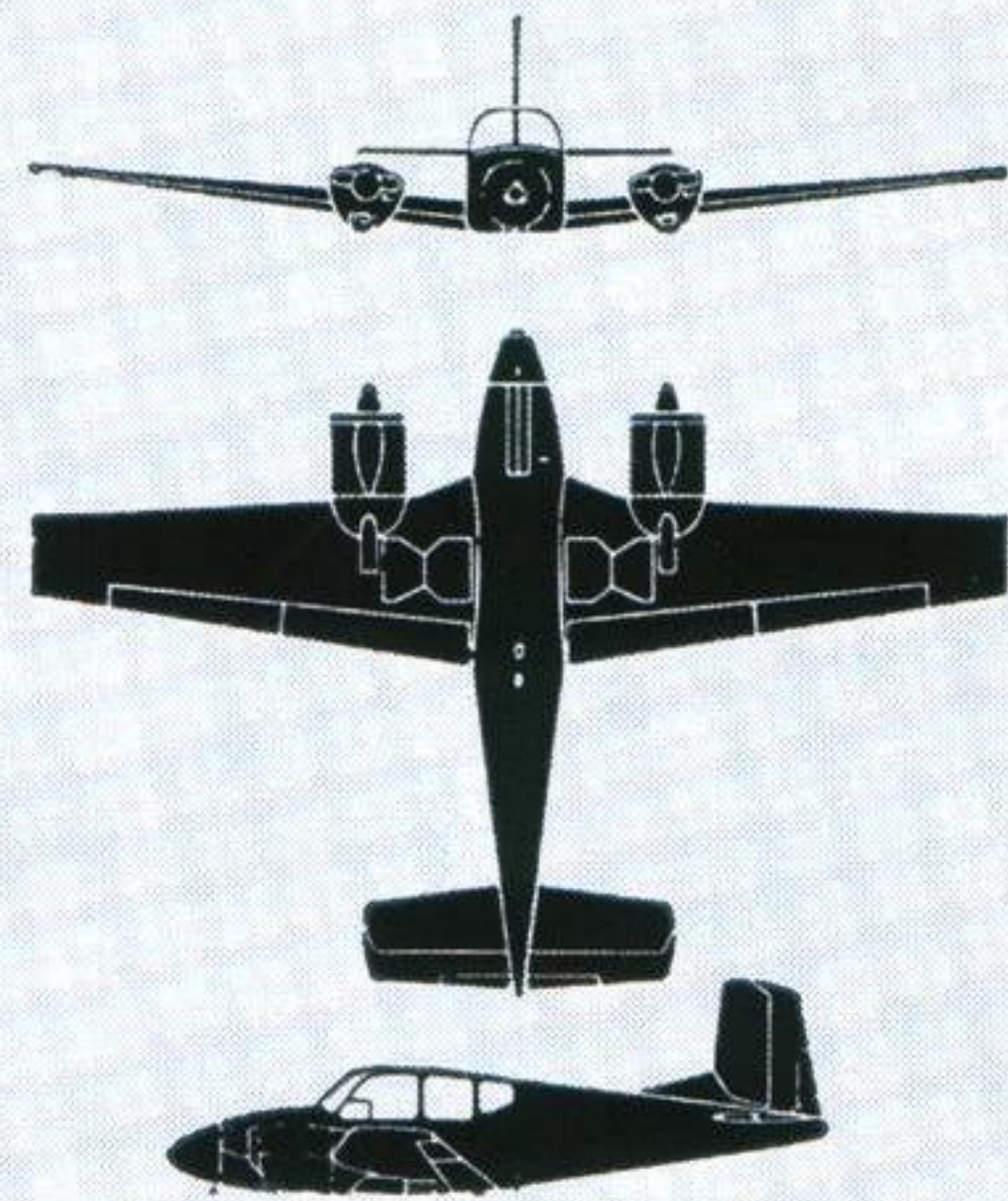
MARQUIS Developed from the Baron above the Marquis is completed in France where Astazou engines are installed in the American-built airframes. Span 38 feet



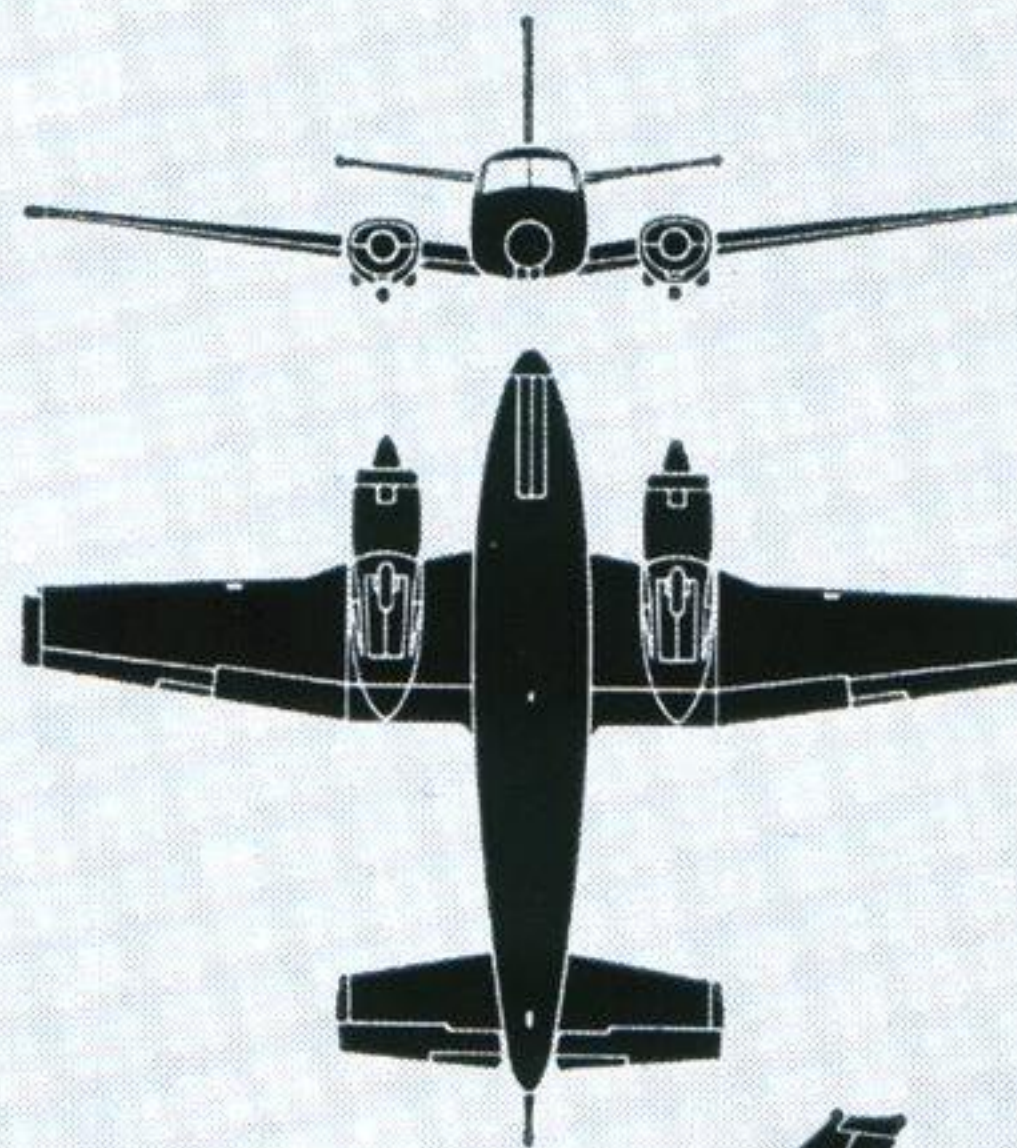
CESSNA 310 The U-3 of the U.S.A.F. produced in several versions, the latest of which have swept fins. Span 36 feet



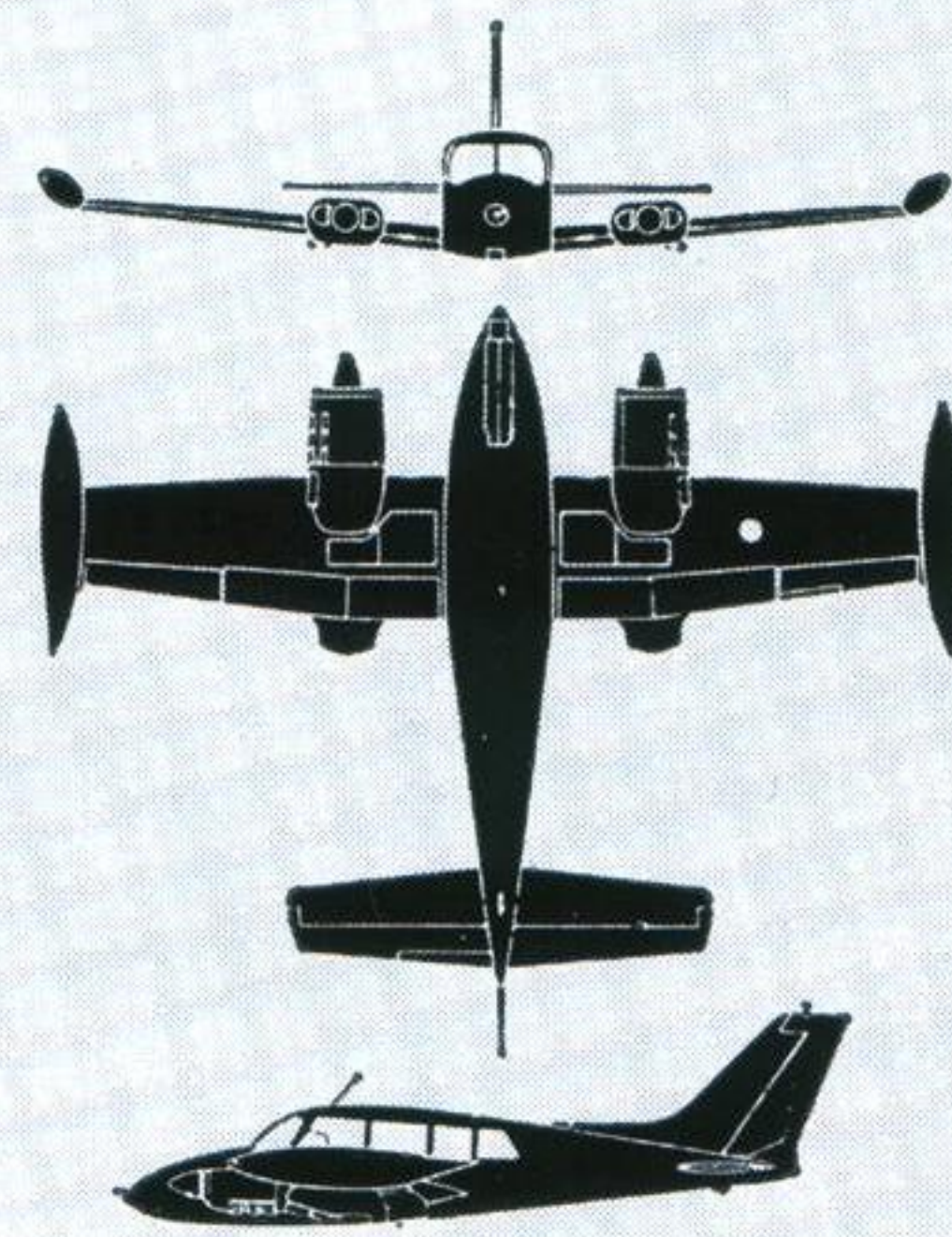
BEAGLE 218 Scheduled for production this year, the Beagle 218 utilises a number of glass fibre components. Span 37 feet



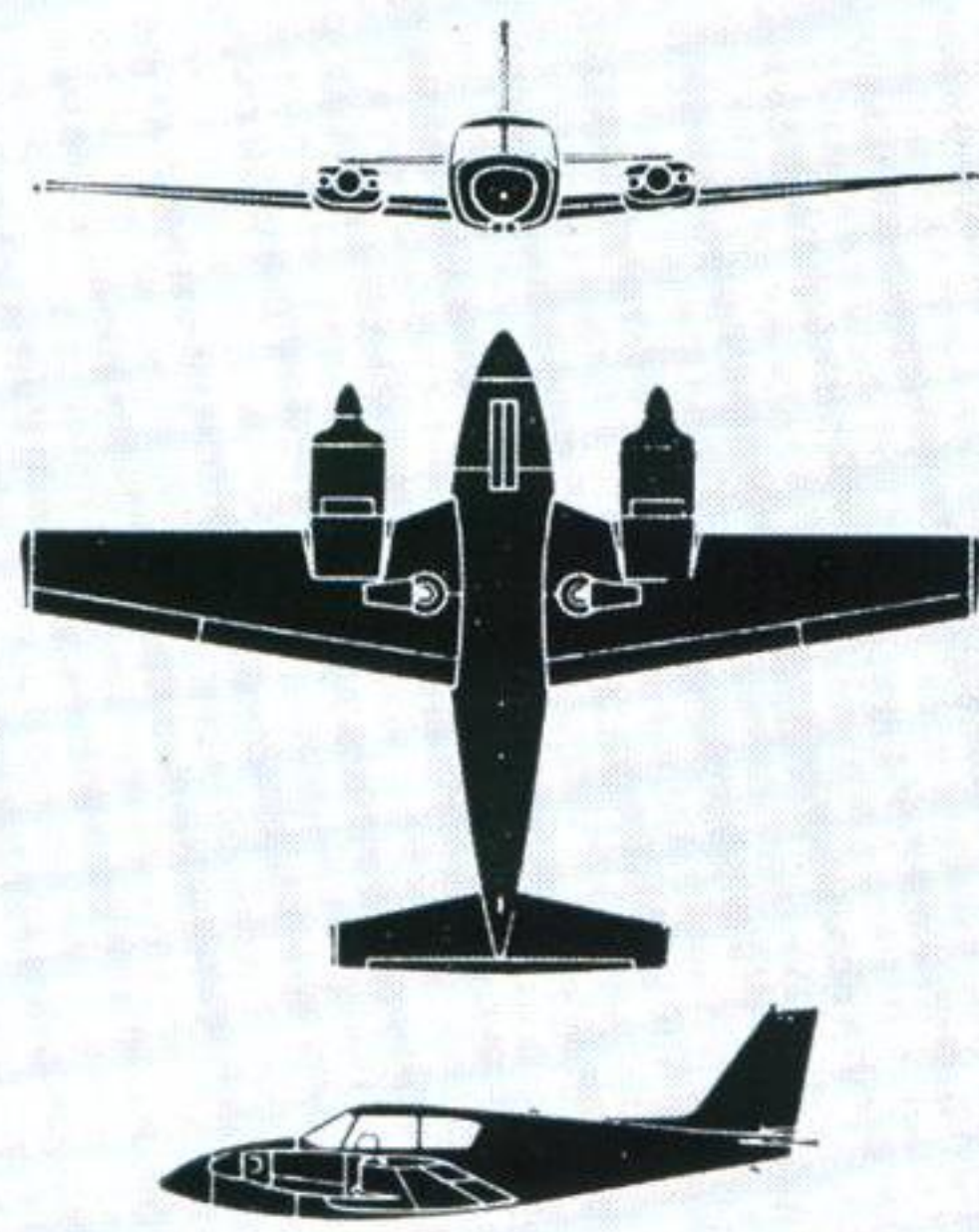
TRAVEL AIR Developed from the Twin Bonanza, the smaller Travel Air is a four-to-five seat executive aircraft by Beech. Span 38 feet



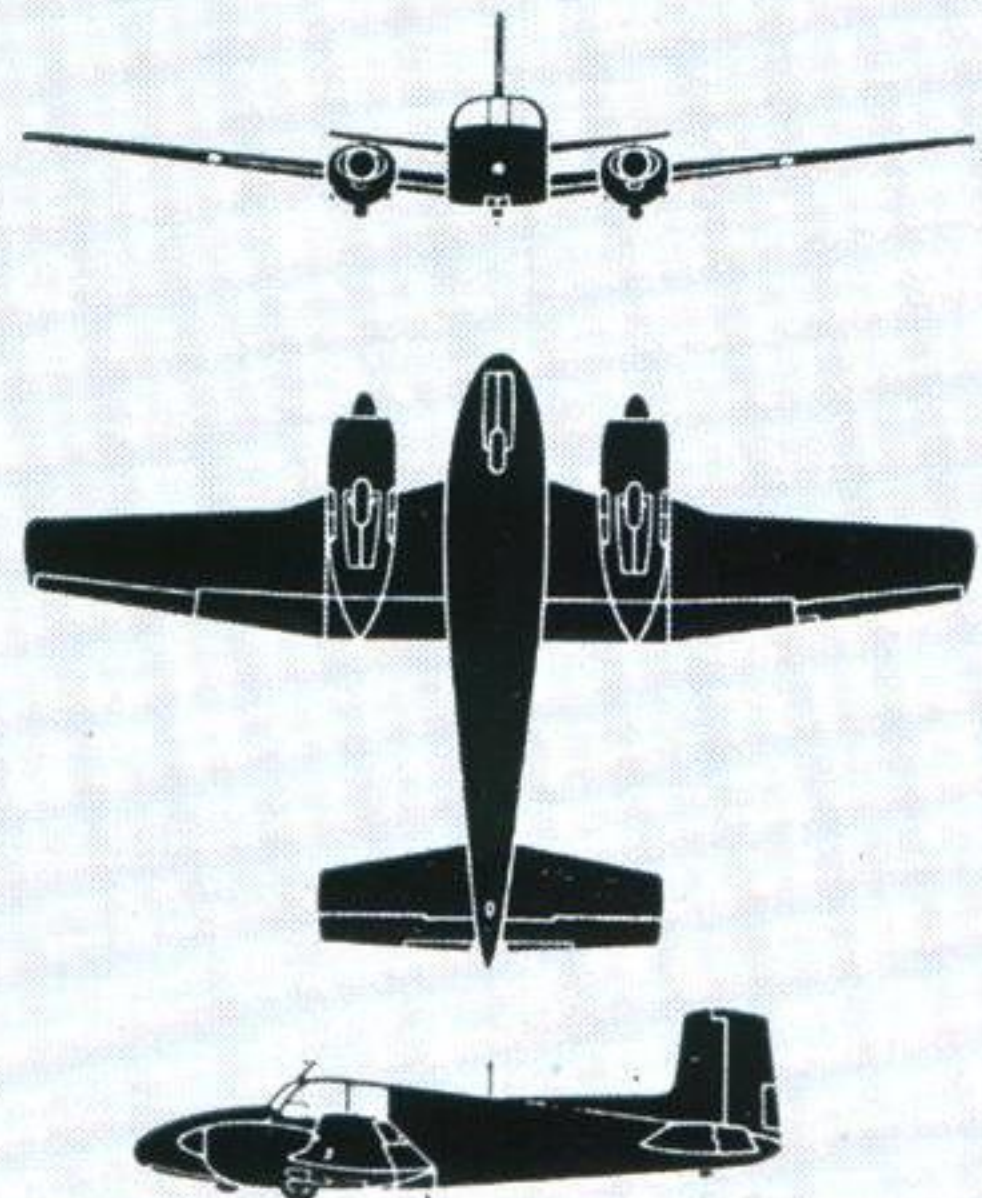
QUEEN AIR Civil version of the U.S.A.F.'s U-8F Seminole which, in turn, was developed from the Beech Twin Bonanza. Span 46 feet



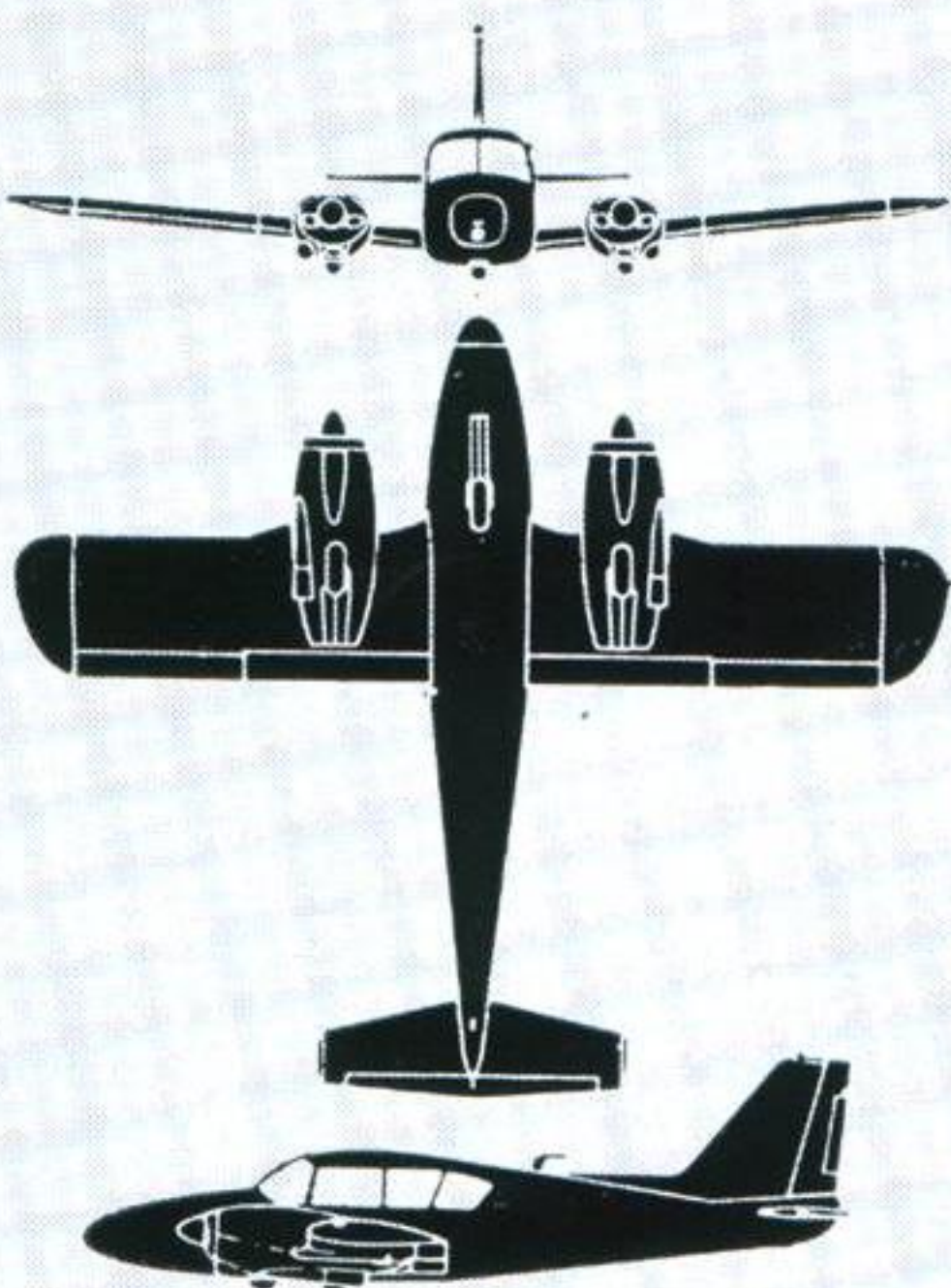
CESSNA SKYKNIGHT A six-seat executive aircraft. The firm's name is included in the reporting name to avoid confusion with the Douglas Skyknights held in reserve units. Span 37 feet



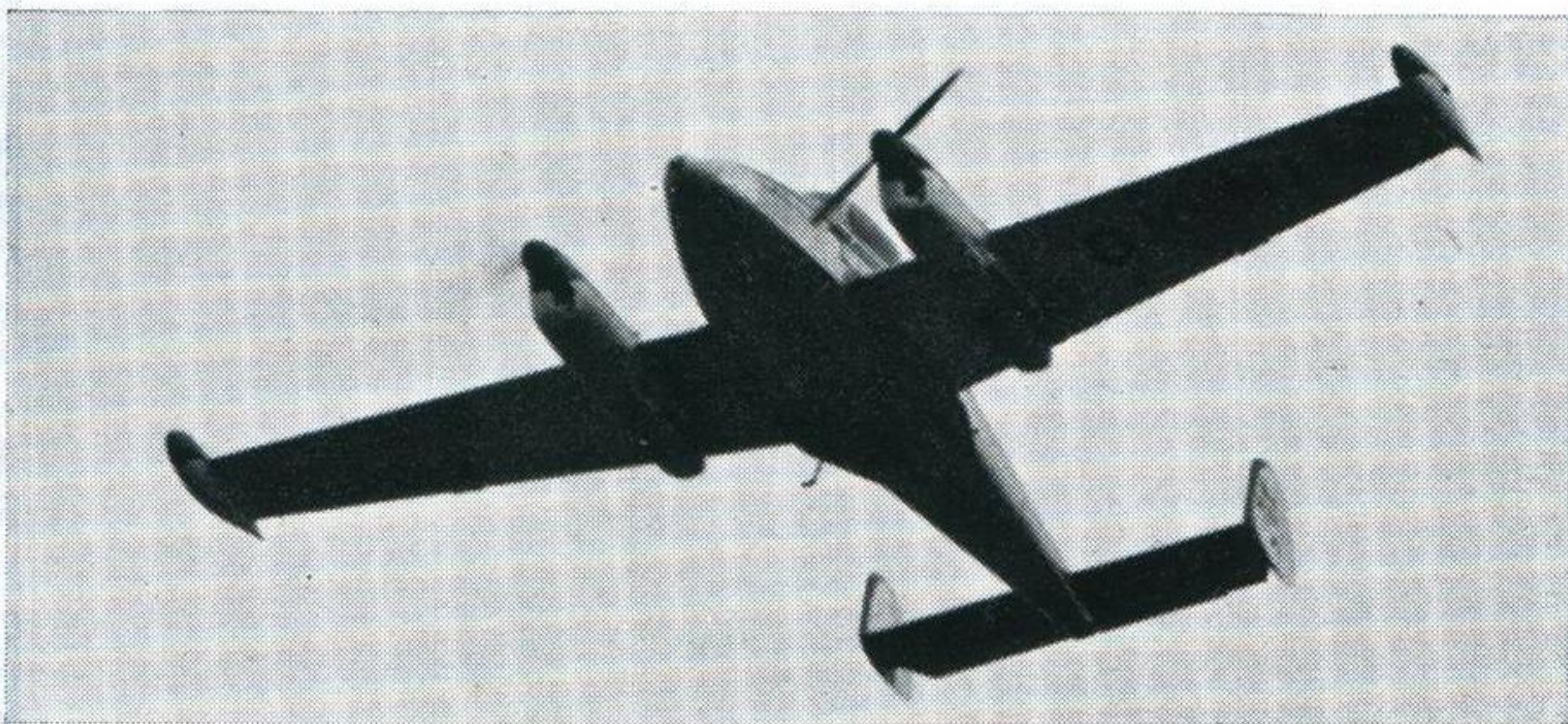
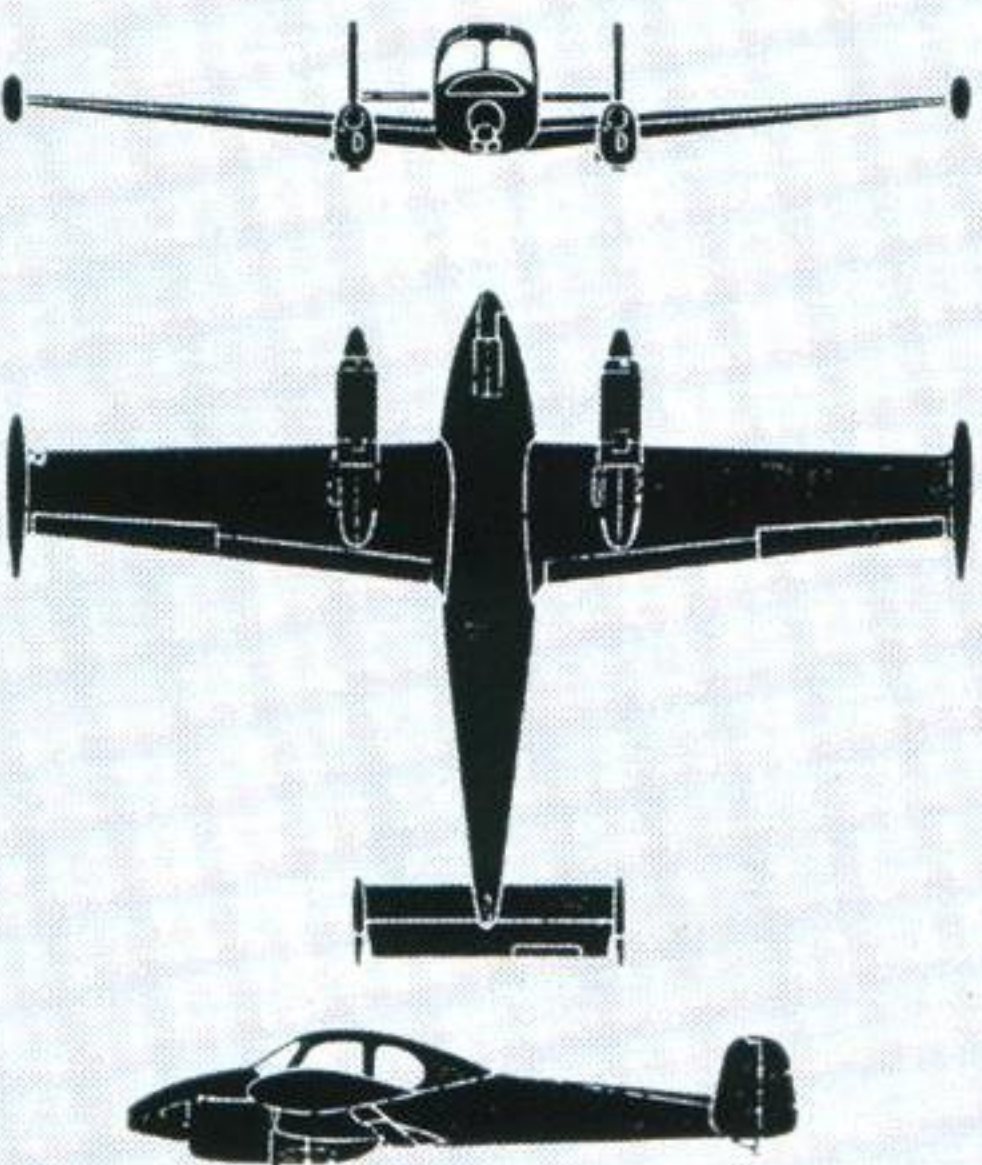
TWIN COMMANCHE This presentation of the popular American single-engined Piper Commanche is also to be found flying in the U.K. Span 36 feet



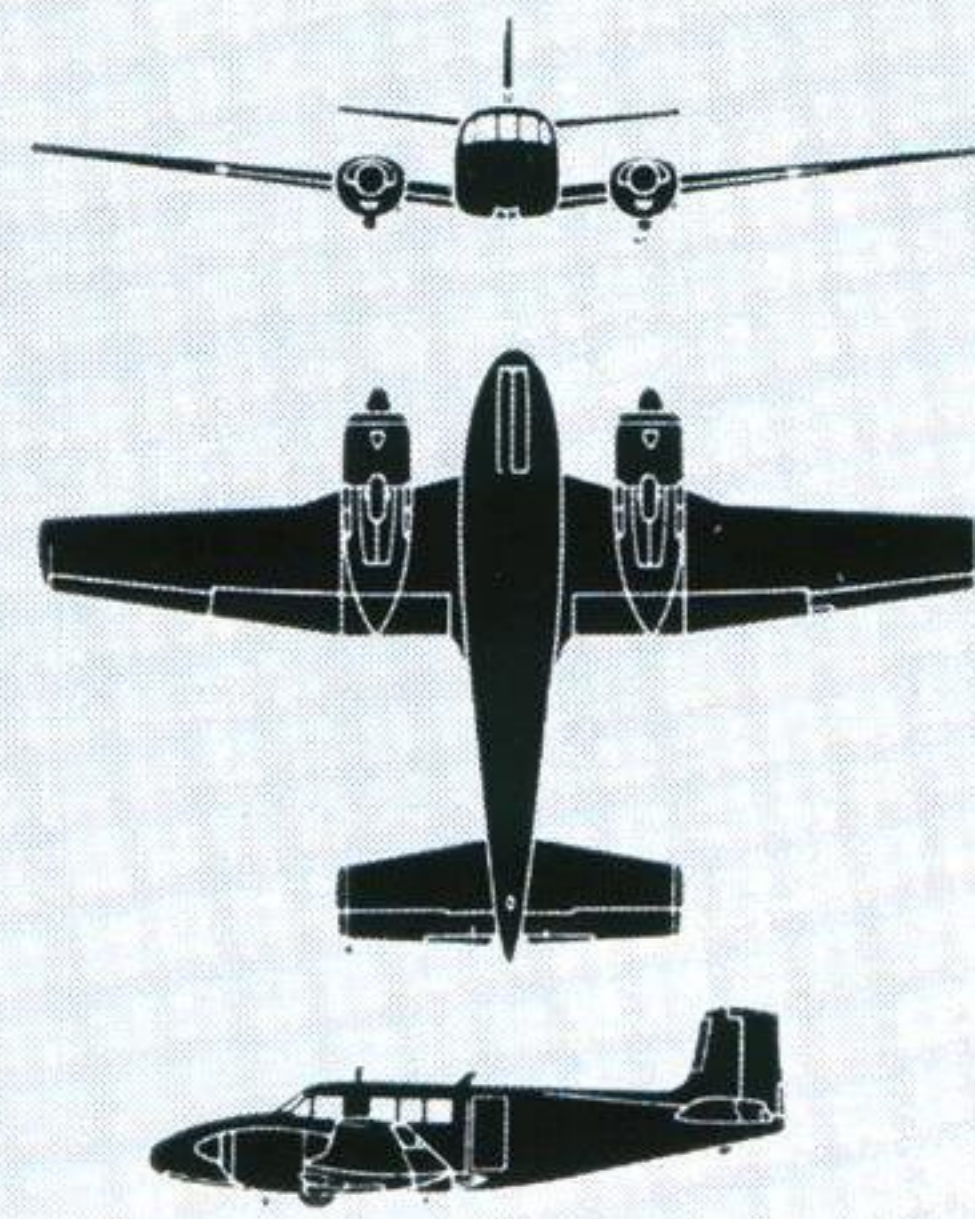
TWIN BONANZA This Beech executive aircraft has been produced in various model versions with variations to cabin windows and nose shape. Span 46 feet



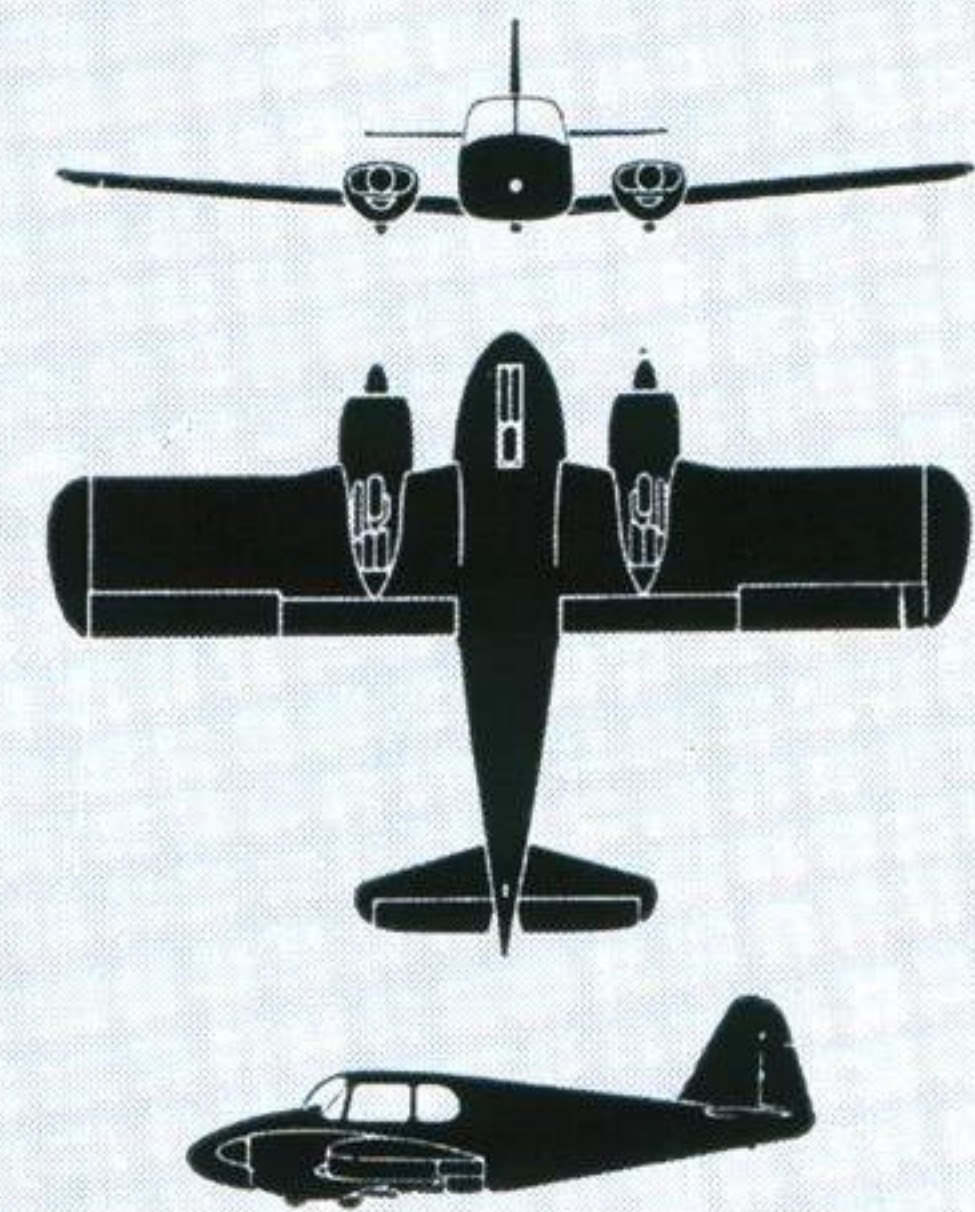
AZTEC A Piper executive aircraft with world-wide sales of which the U.S. Navy acquired twenty as their U-11A. There are slight variations to cowlings and cabin according to the various models. Span 37 feet



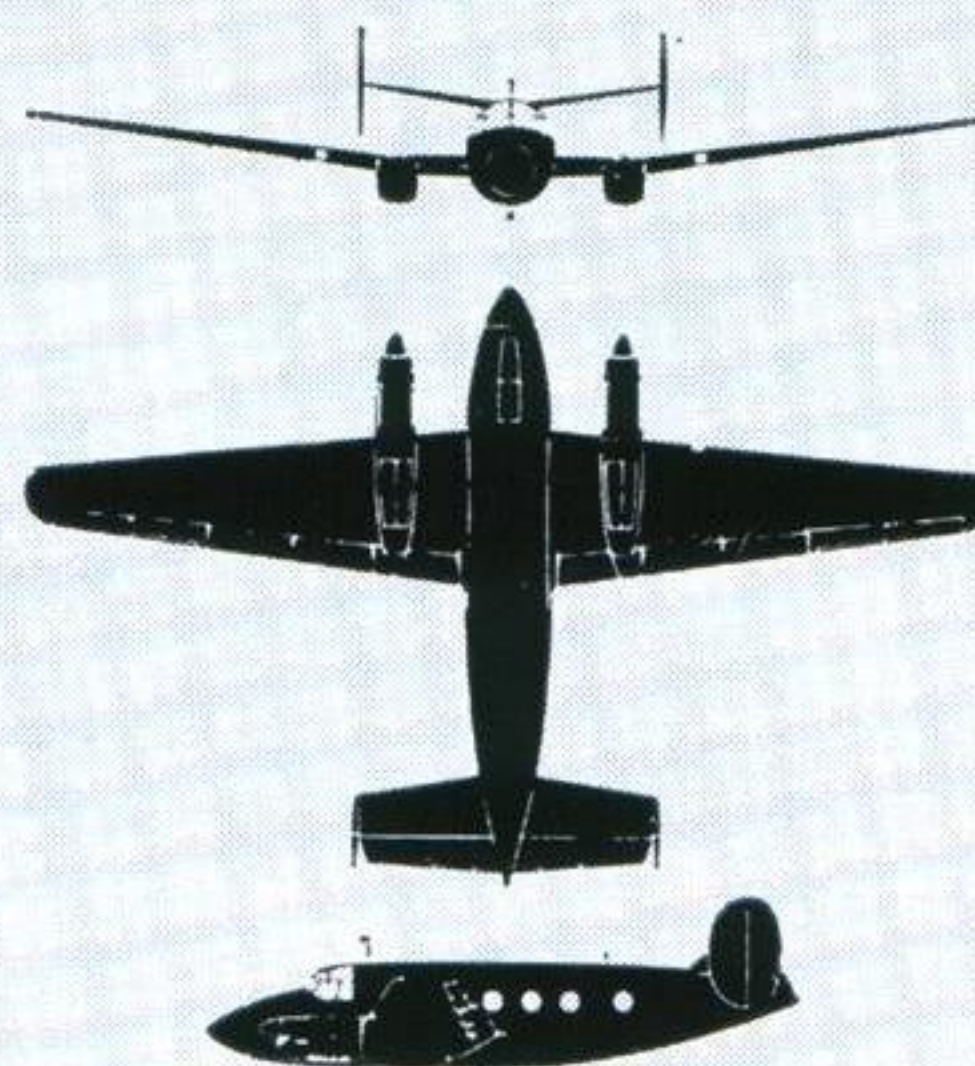
MORAVA Succeeding the Aero 45 opposite, the Morava has been built in its hundreds in Czechoslovakia and a number are used by Aeroflot. Span 40 feet



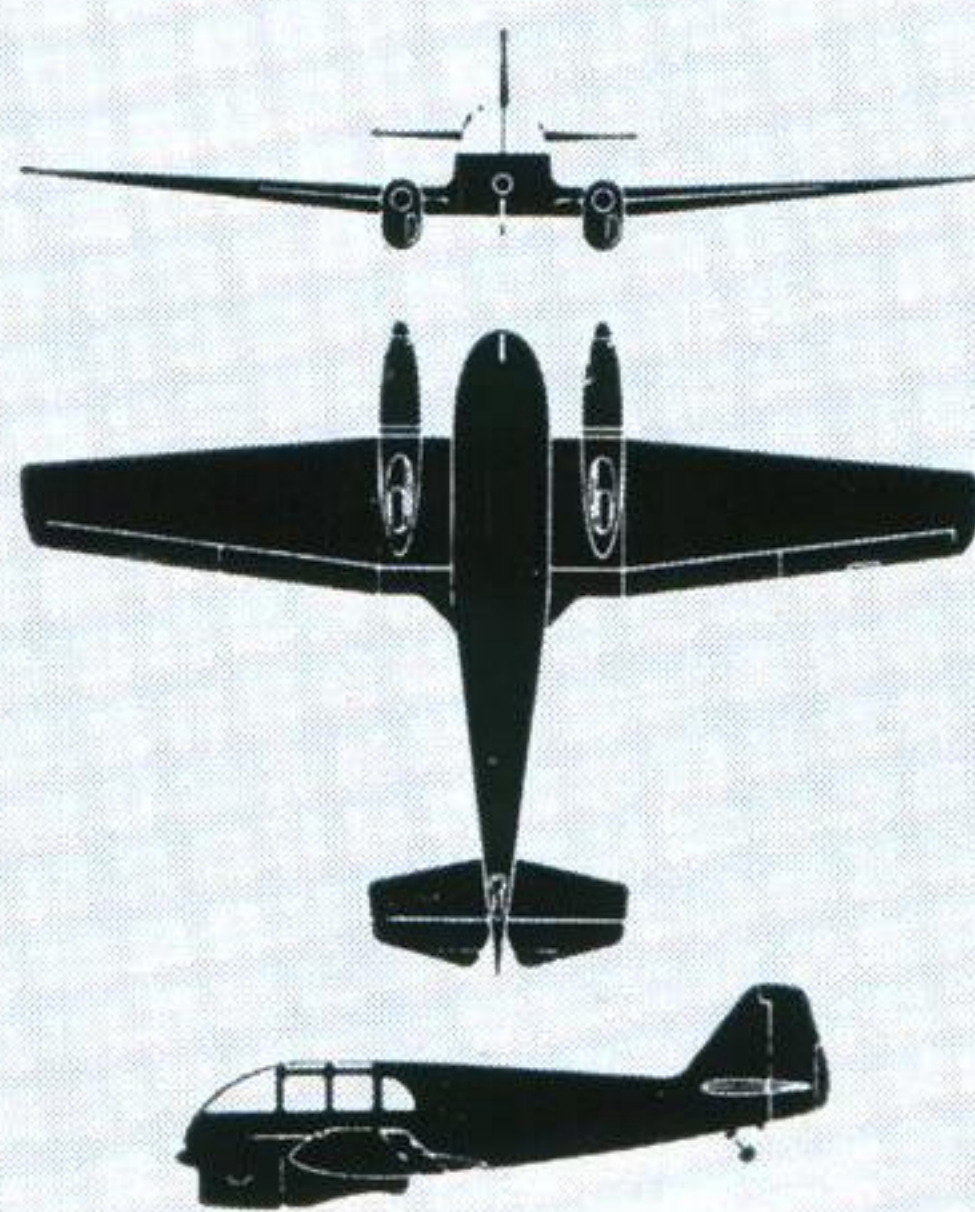
SEMINOLE The U.S. Army has used the Twin Bonanza for communications, transport and liaison work as the U-8 Seminole in various versions including some with underslung SLAR radar. Span 45-46 feet



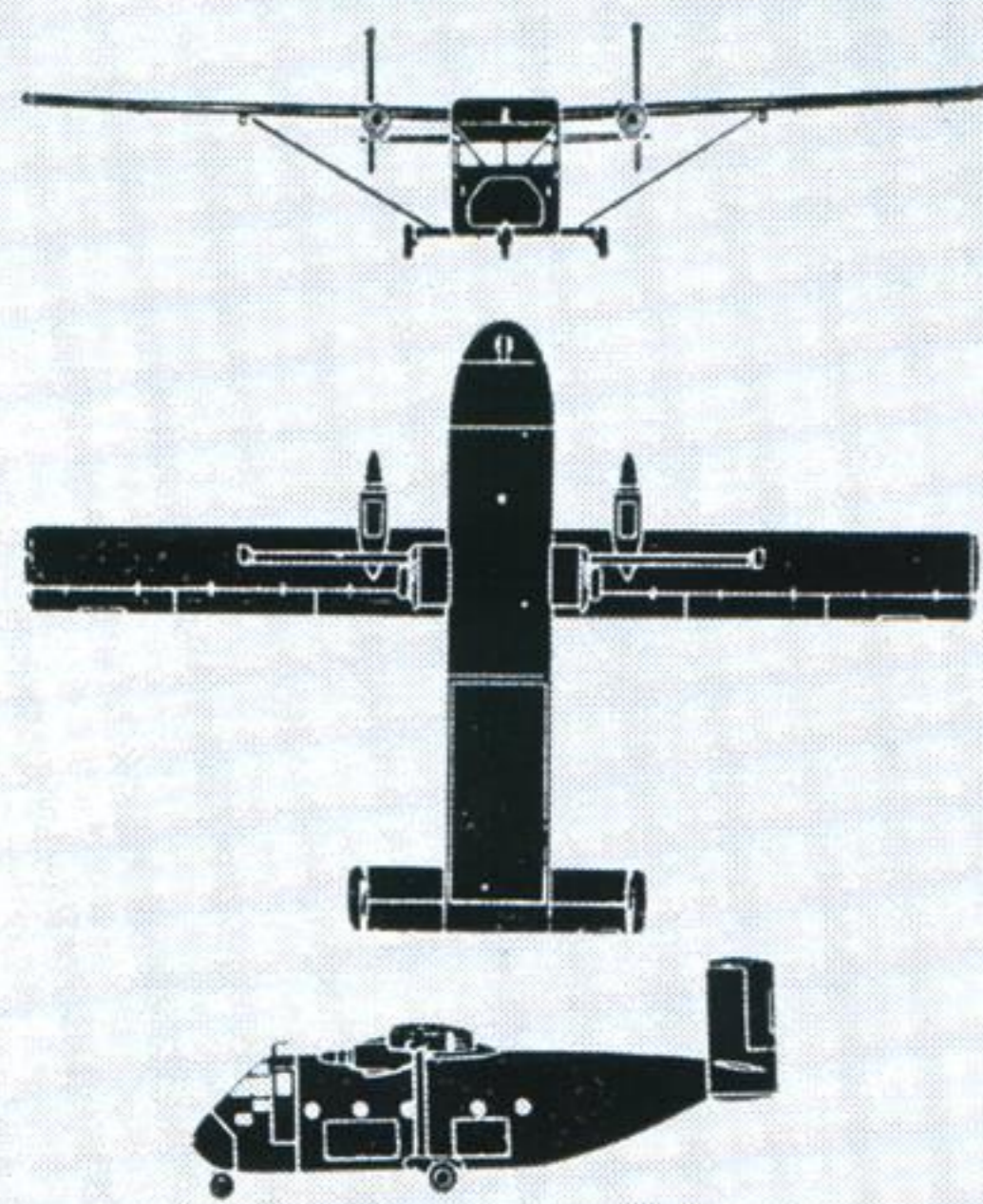
APACHE Since they first appeared the Apache models have undergone a transformation to an Aztec type fin and rudder and cabin arrangements. Span 37 feet



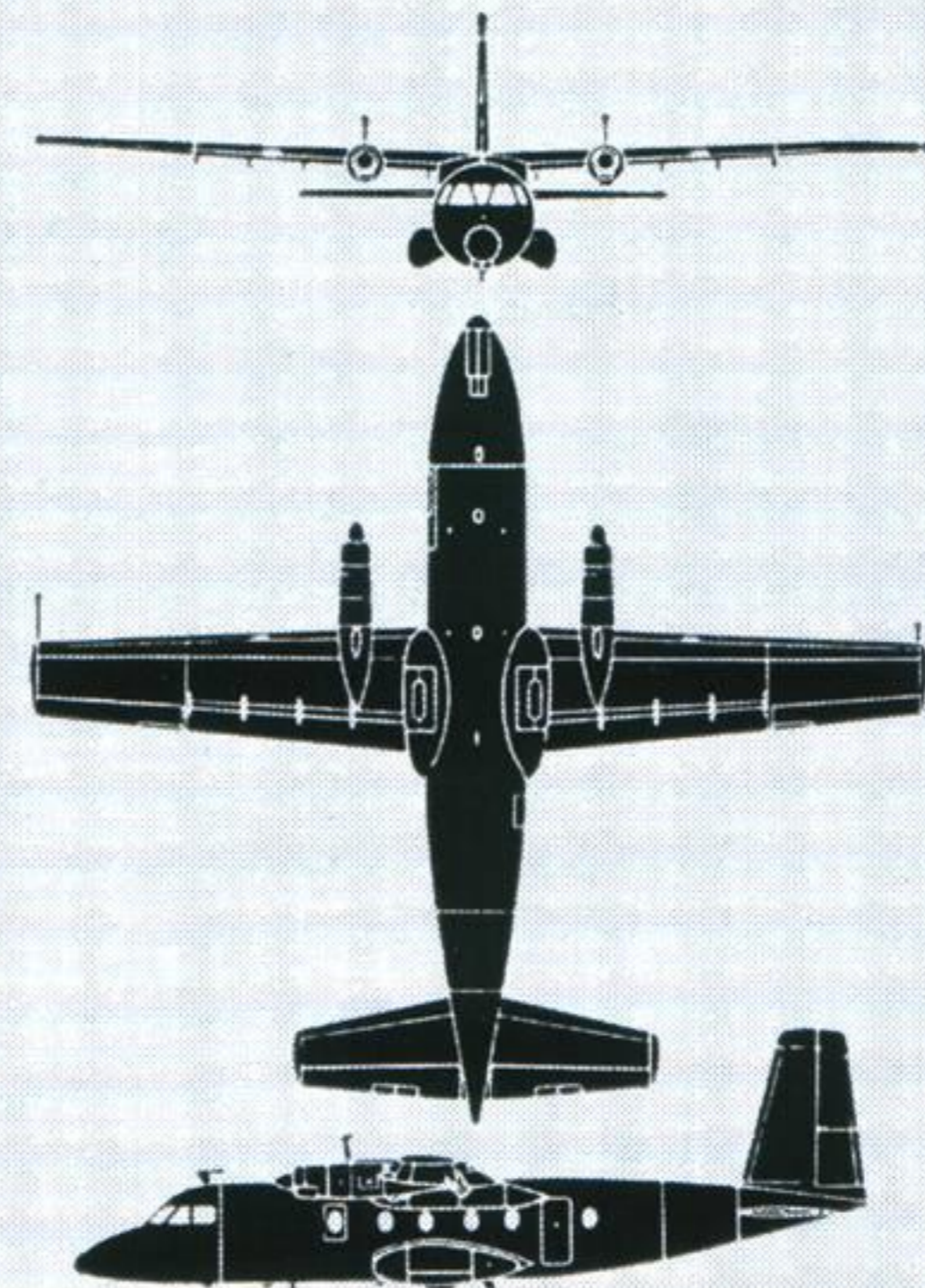
FLAMANT A French-built military aircraft, multi-purpose by virtue of the interior arrangements by which it can be quickly altered for freight, passengers or casualty evacuation. Span 68 feet



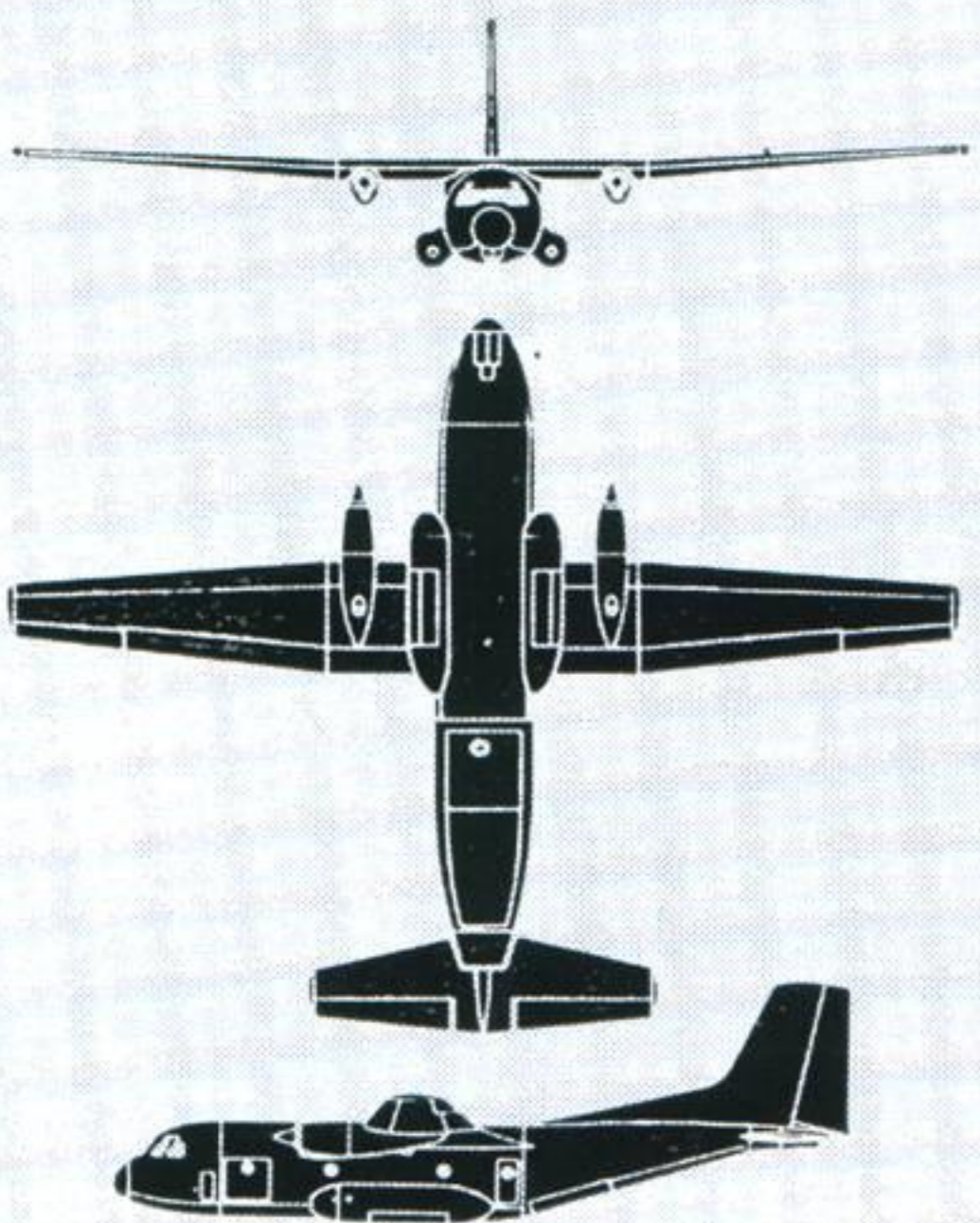
SUPER AERO 45 This Czech-built light aircraft built in its hundreds has been exported in quantity including large deliveries to the U.S.S.R. Aero 45, Aero 145 and Super Aero, differ little visually. Span 40 feet



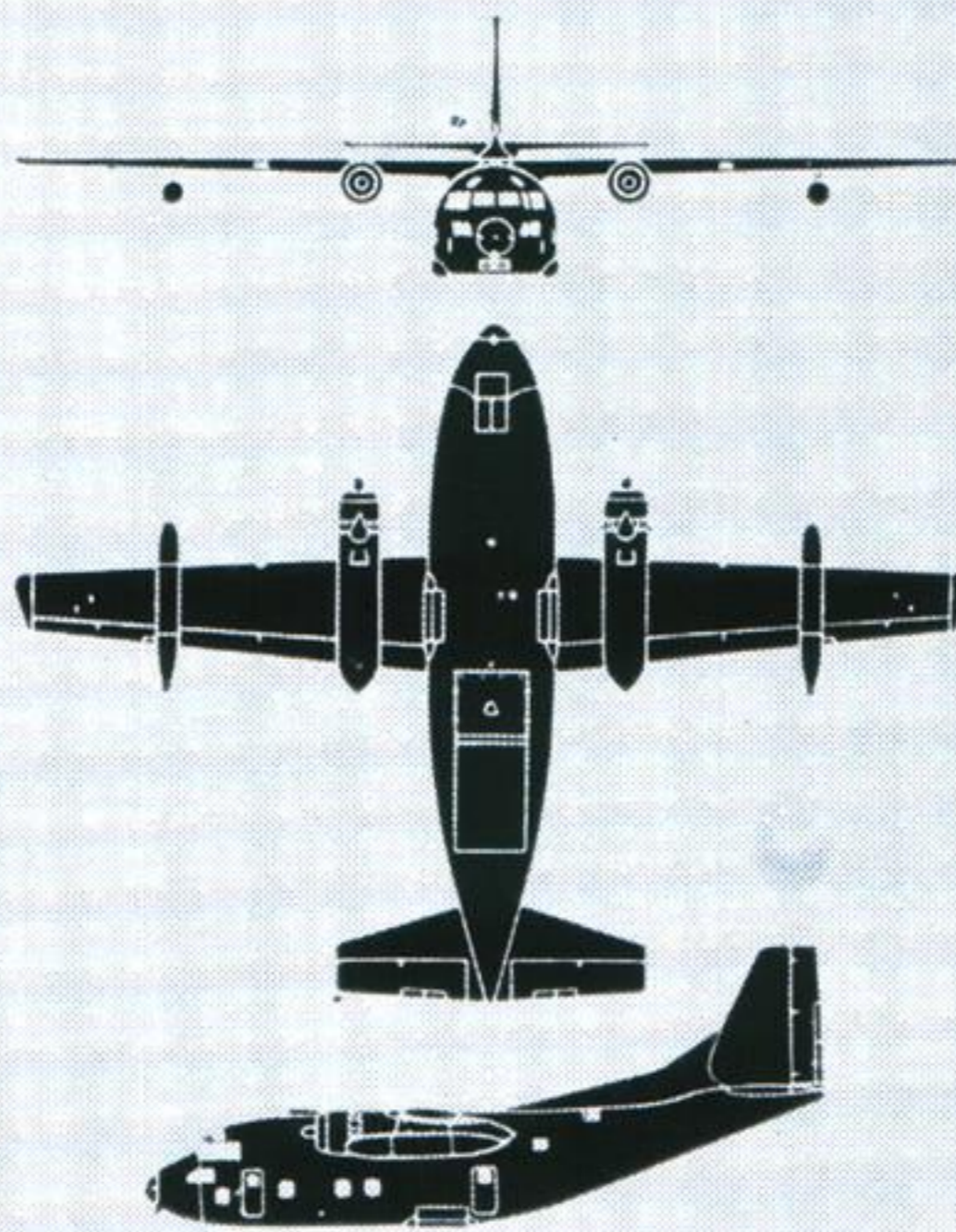
SKYVAN This Short aircraft built in Belfast has been designed primarily as a robust "bush" freighter. Span 64 feet



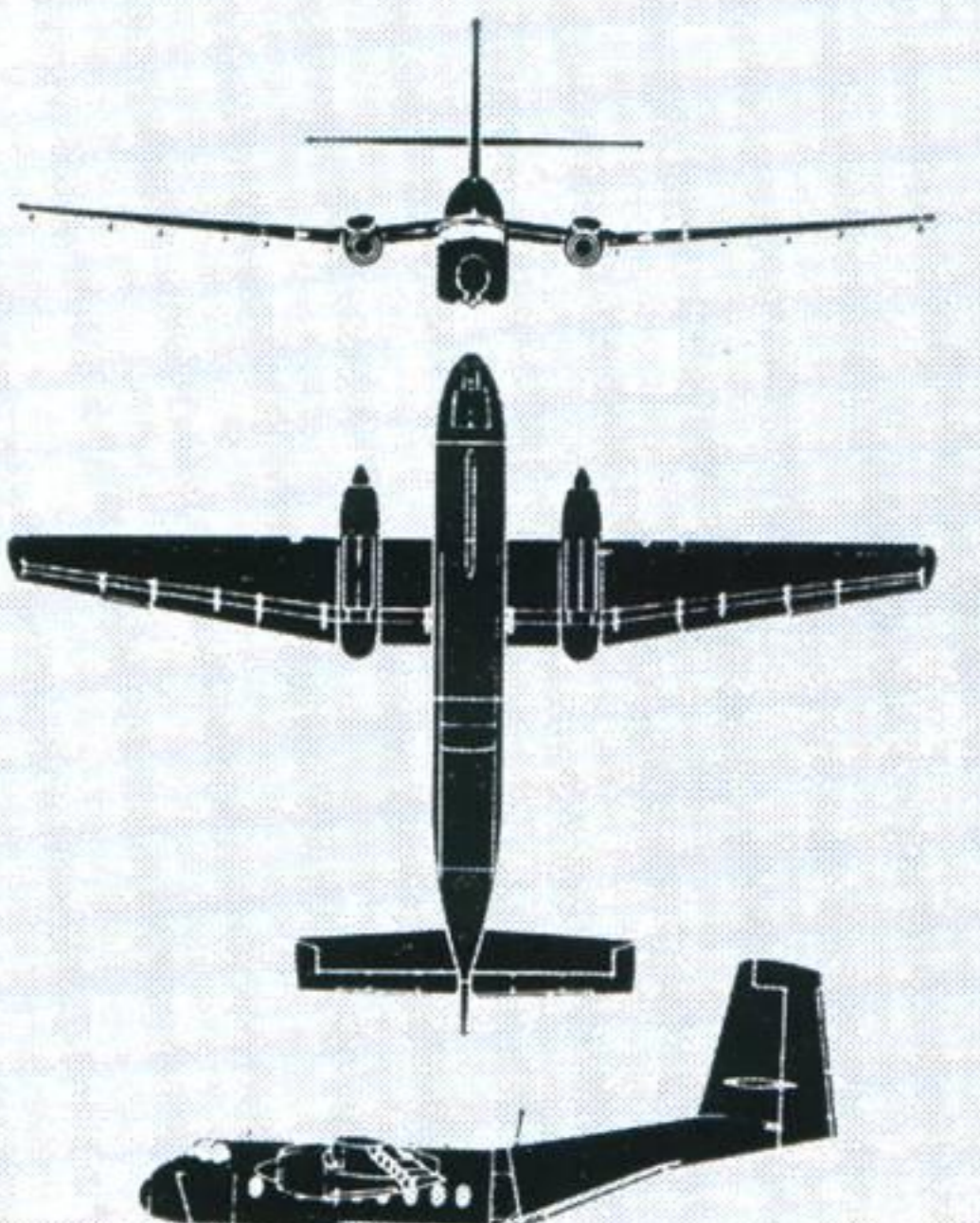
NORD 262 This French light transport is currently in production for several airlines. Span 72 feet



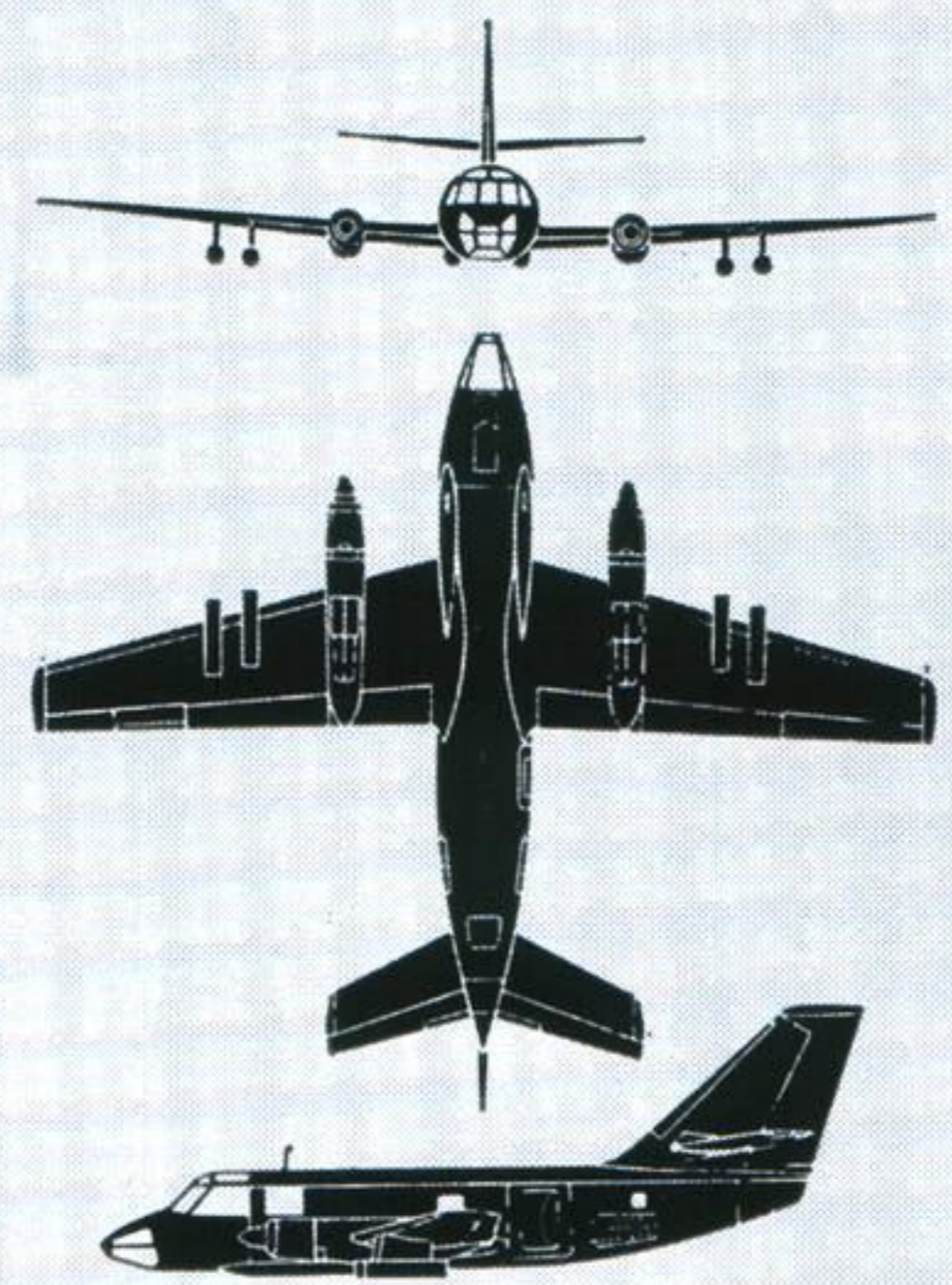
TRANSALL C-160 Planned co-operatively between France and Germany, through a transport alliance from which its name is derived, it is planned to replace the Noratlases in these two countries. Span 131 feet



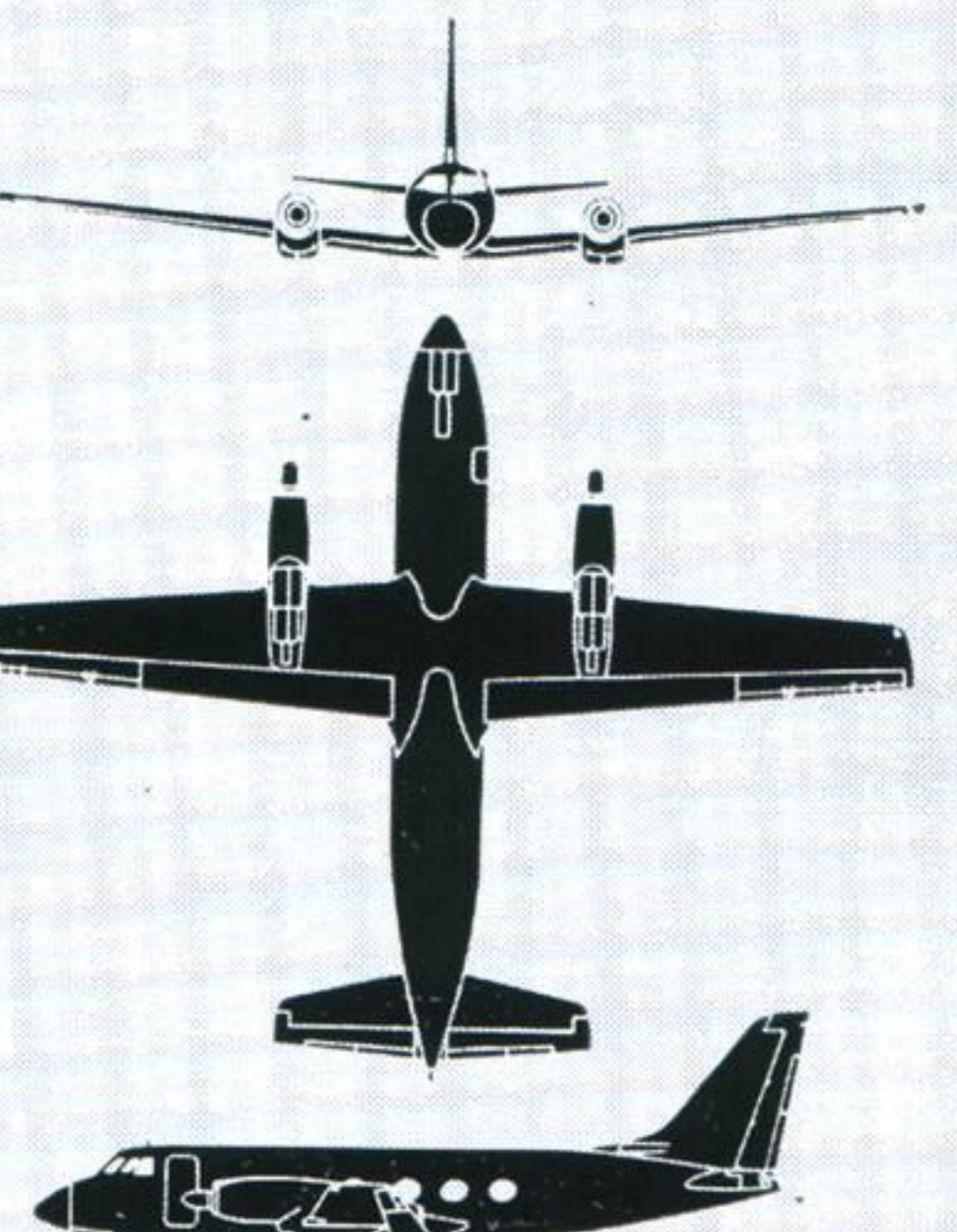
PROVIDER This assault transport, the U.S.A.F.'s Fairchild C-123, can accommodate up to 60 fully armed troops. Limited numbers have been released to other countries. Span 110 feet



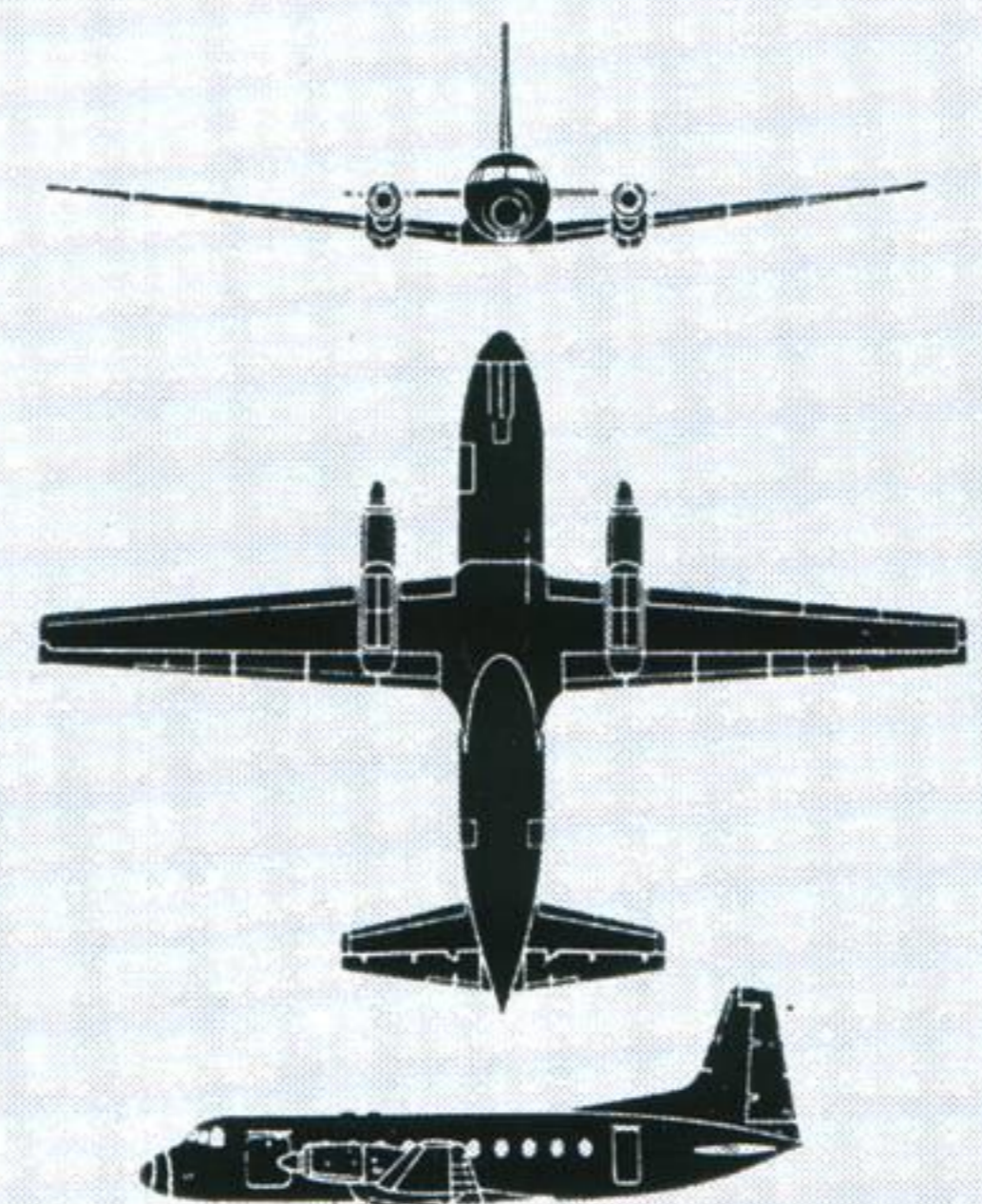
CARIBOU A STOL utility freighter the Canadian-built DHC-4 Caribou has been delivered to the air forces of Australia, Canada, Ghana, India and Kuwait, and the U.S. Army who ordered 164. Span 96 feet



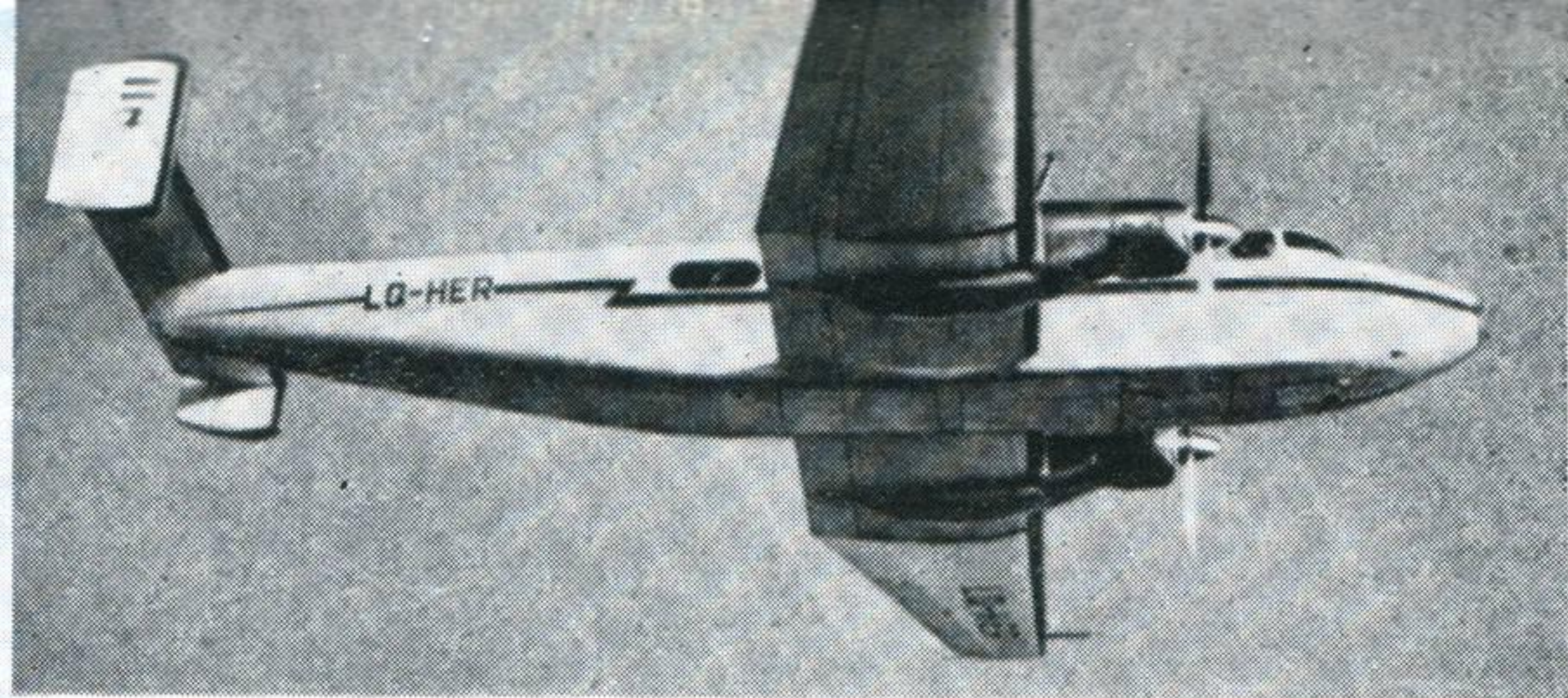
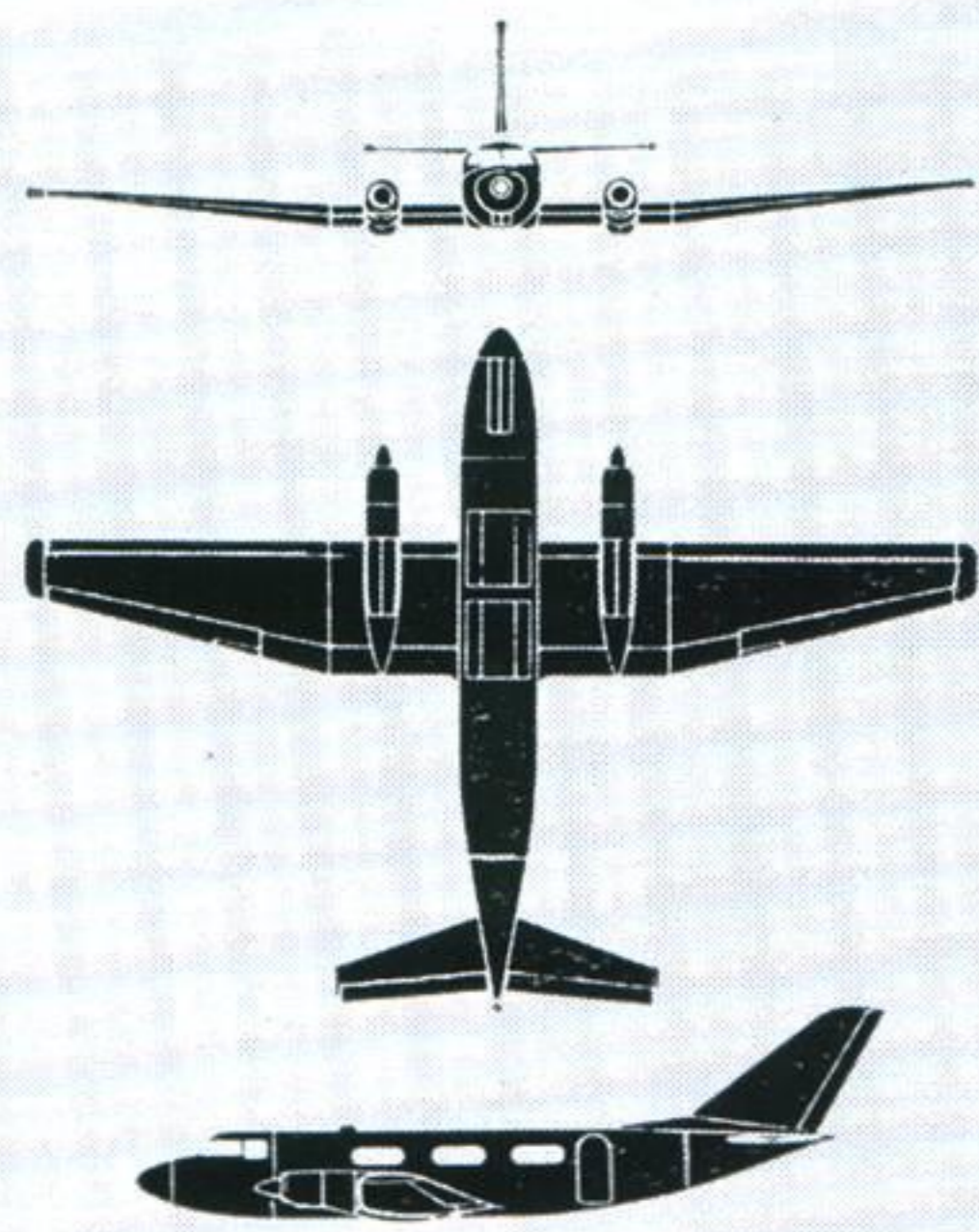
SPIRALE A light tactical transport of which development has now been abandoned, leaving only the prototype as shown. Span 72 feet



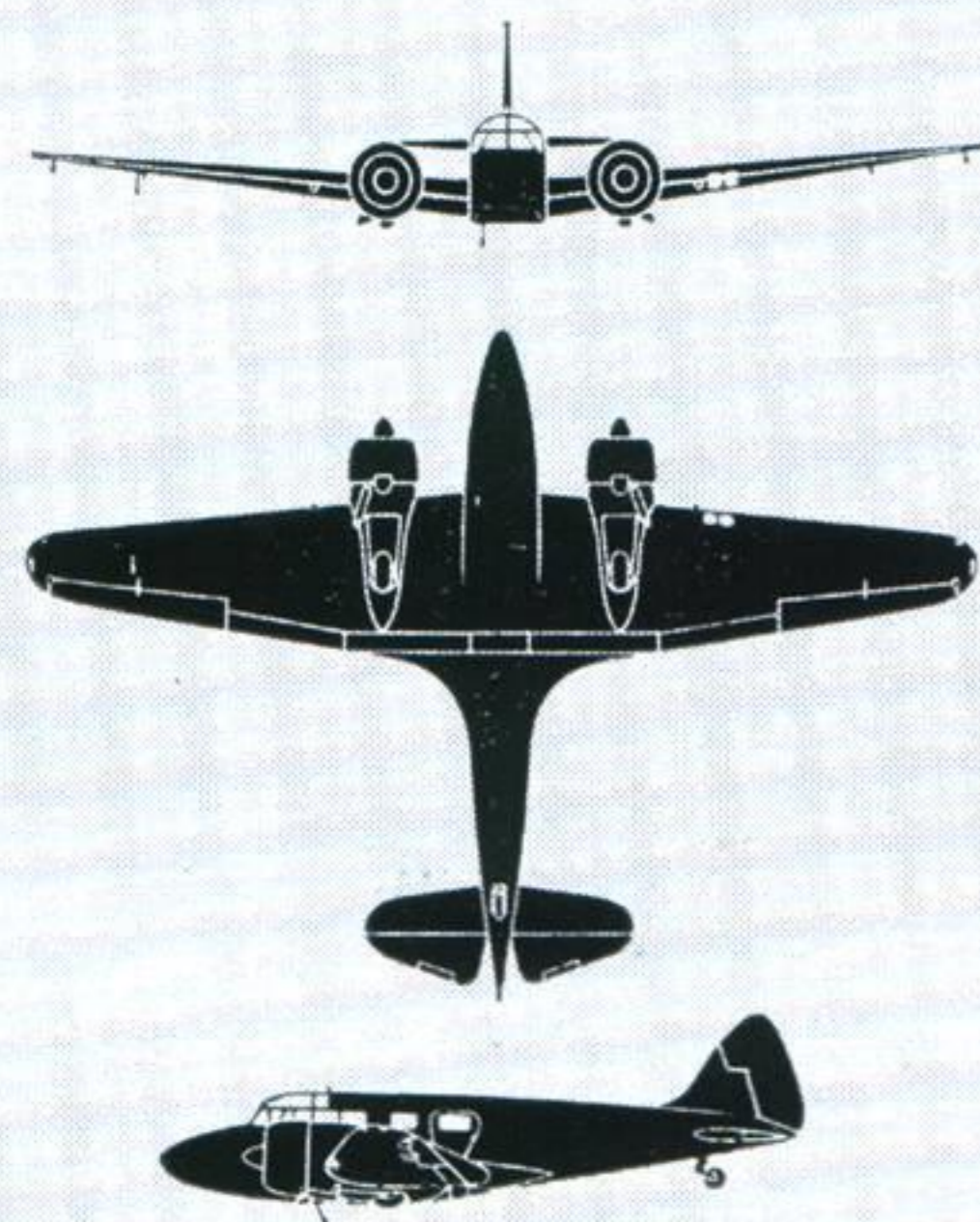
GULFSTREAM This Grumman G-159 is larger than the usual business transport and carries up to 24 passengers. Limited deliveries to the U.S. Coast Guard and U.S. Navy are designated VC-4A and TC-4B respectively. Span 78 feet



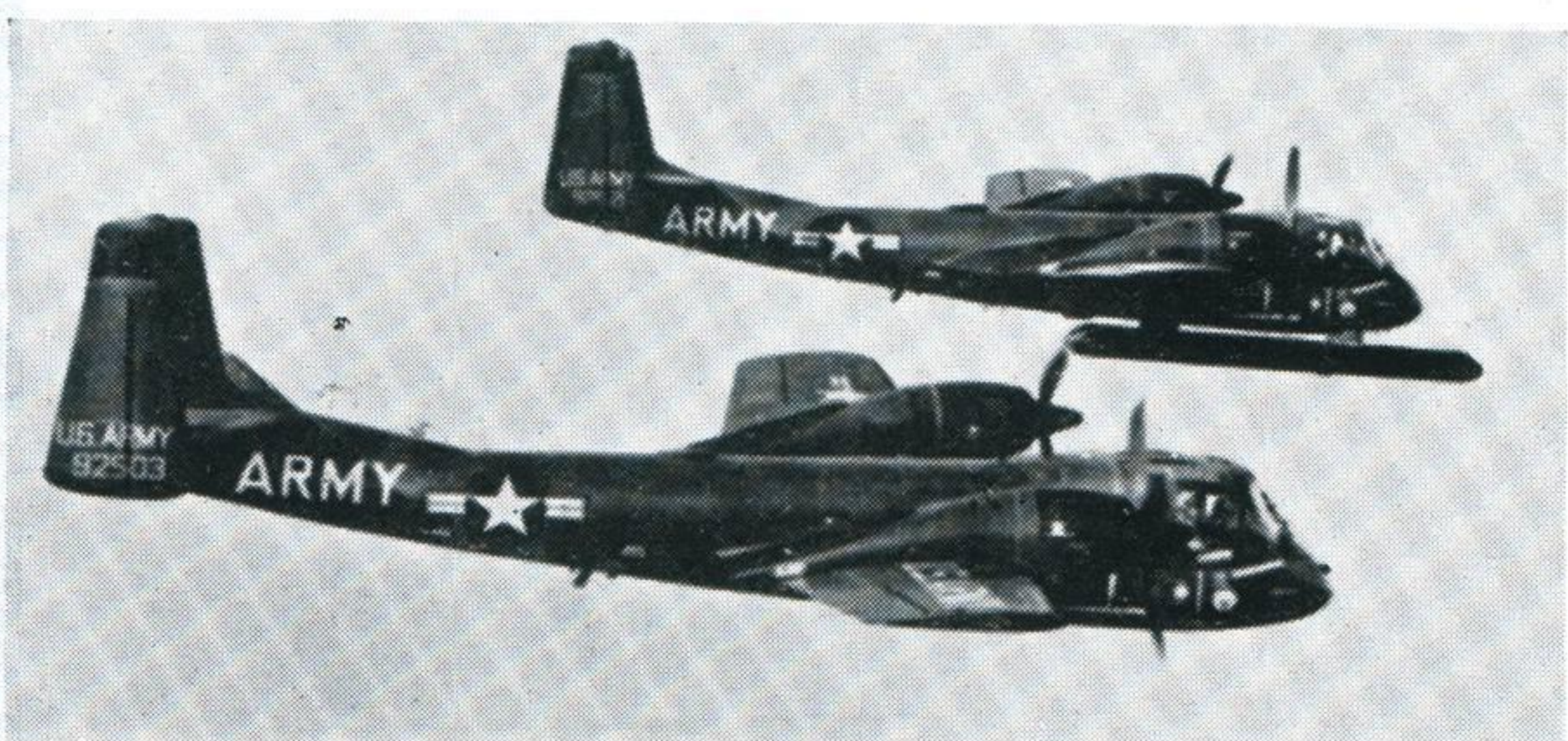
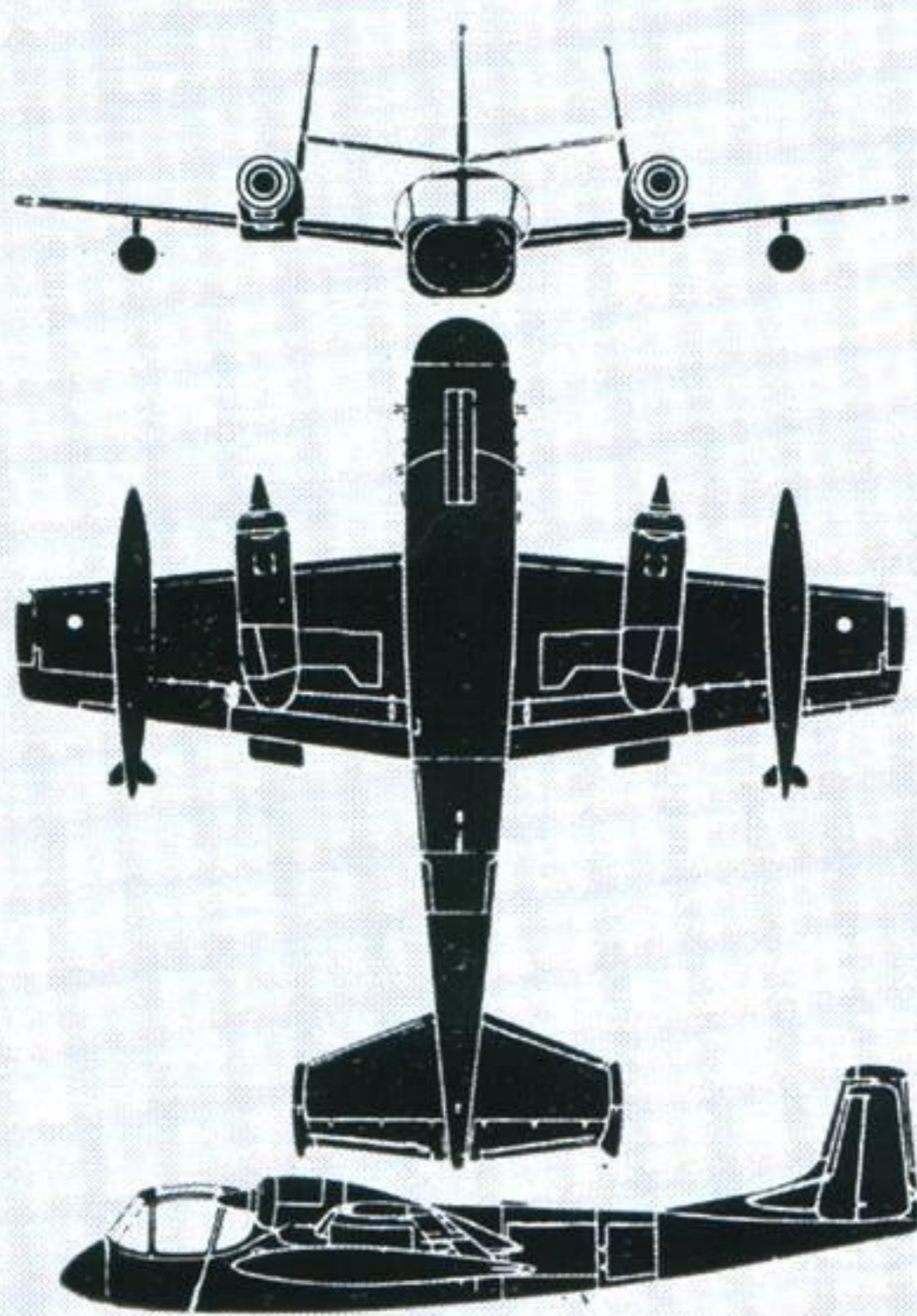
ANDOVER The Andover is produced in two versions, the Avro 748 as shown adopted by the R.A.F. for V.I.P. transport as the Andover C.C.2 and the Avro 780 military freighter as the Andover C.1. Span 98 feet



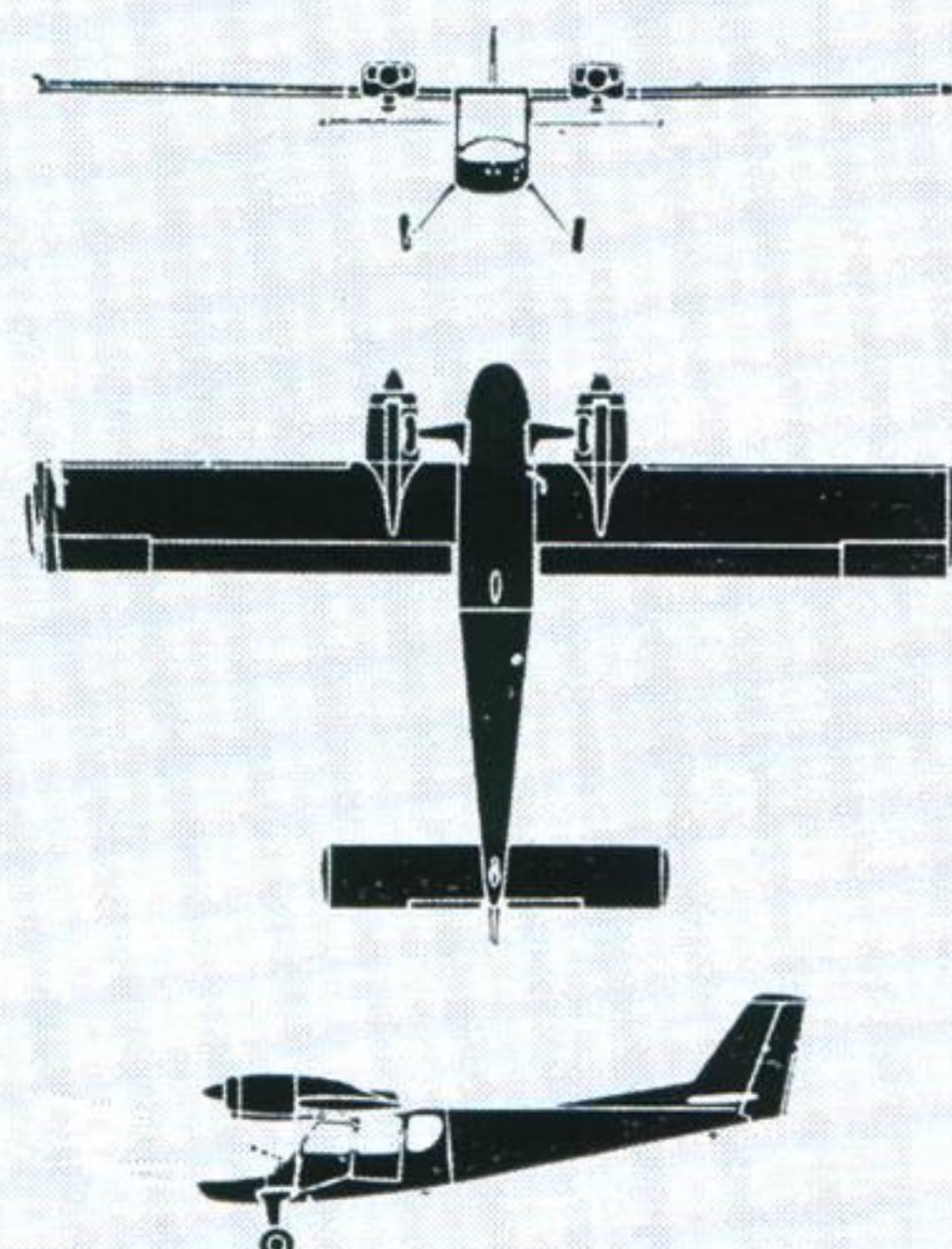
GUARANI I & II The original "I" version of the Argentine transport as shown in the photo has been developed into the single-fin "II" version of the silhouette. Span 64 feet



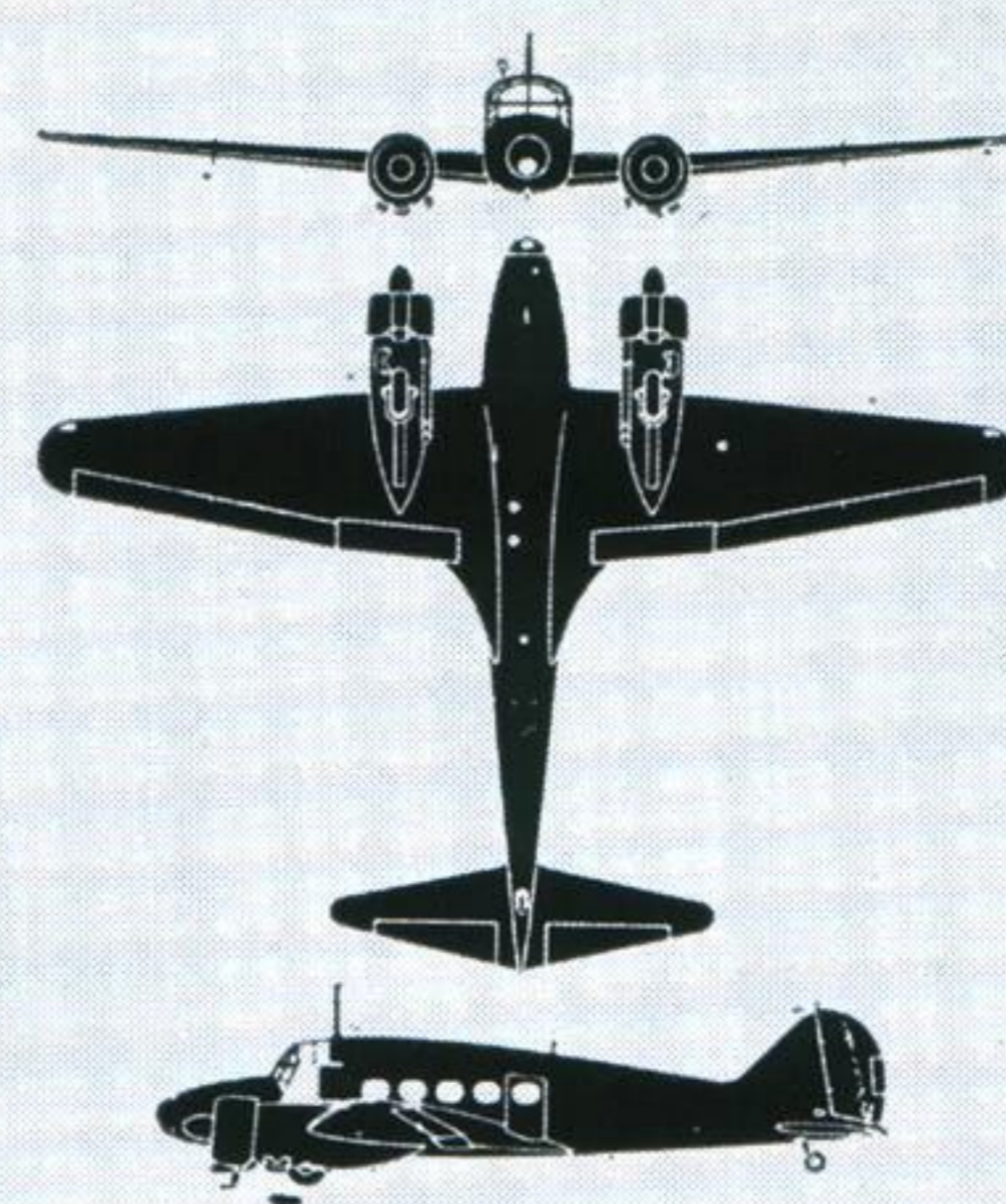
CONSUL An executive aircraft conversion of the R.A.F.'s wartime Airspeed Oxford is flying as the Consul. Span 53 feet



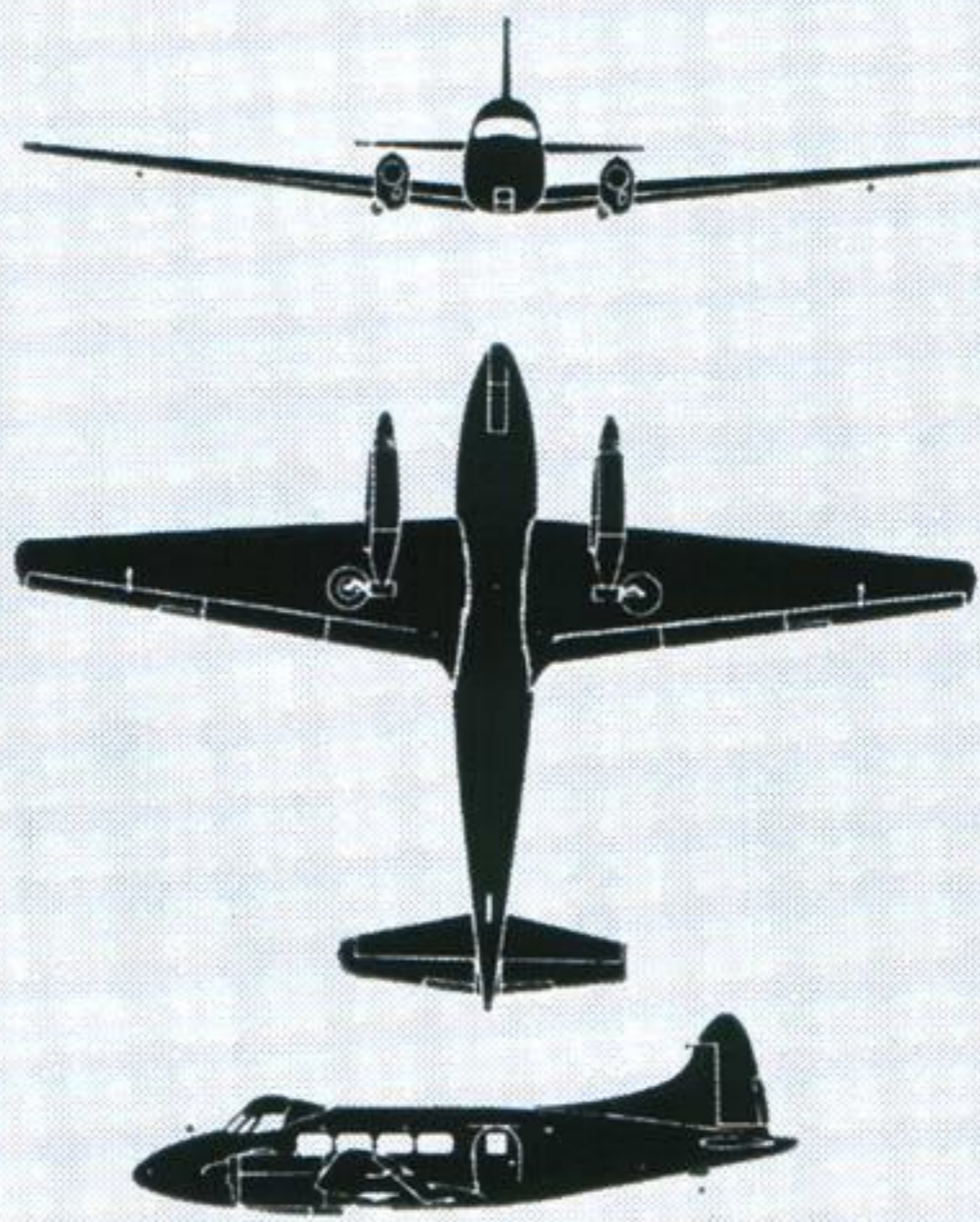
MOHAWK The U.S. Army's OV-1 Mohawk, also in German Army service, is produced in three versions according to equipment which includes underslung SLAR radar. Under-wing stores may be carried. Span 42 feet



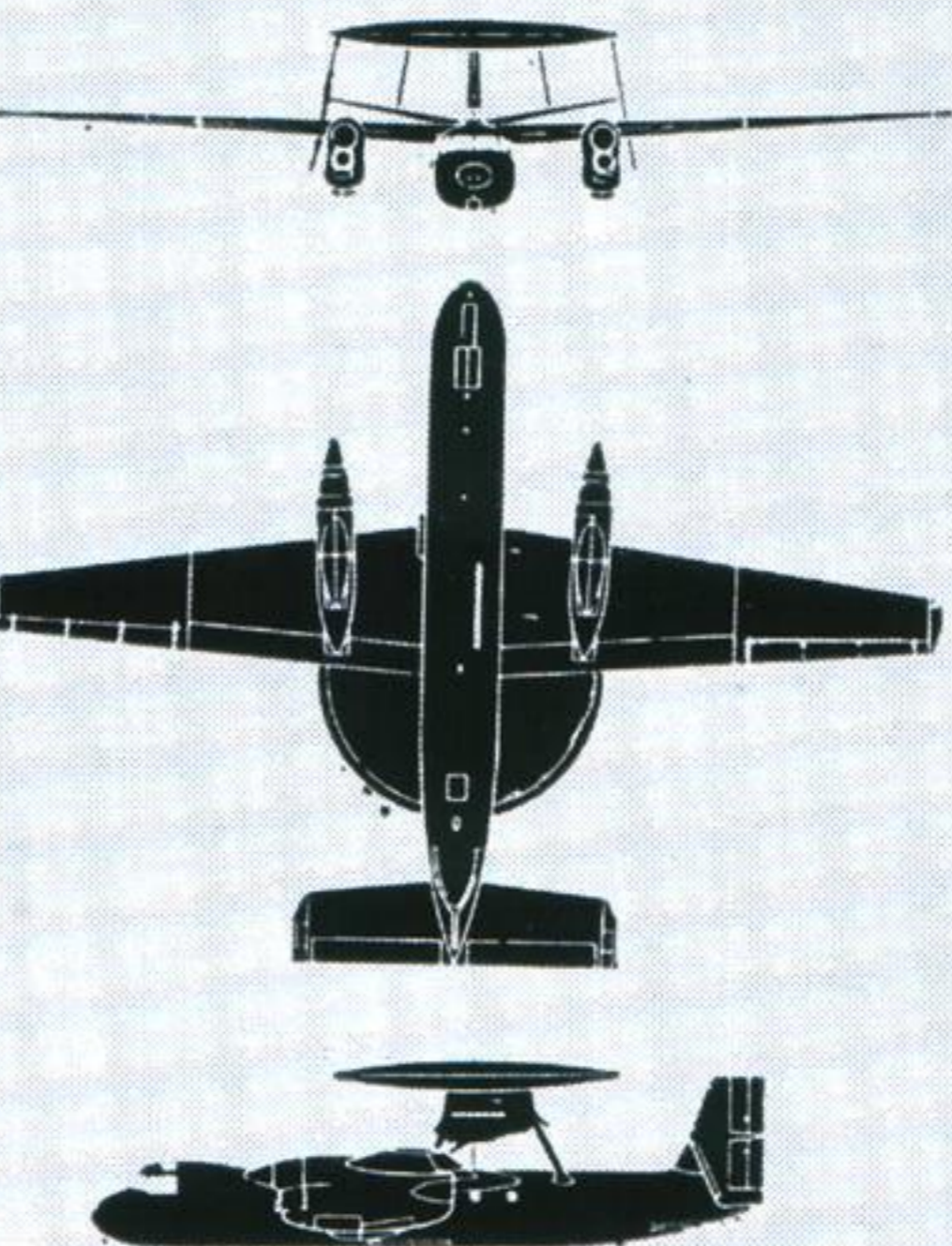
HELIO TWIN This twin-engined development of the Super Courier has the U.S.A.F. designation U-5A. Span 41 feet



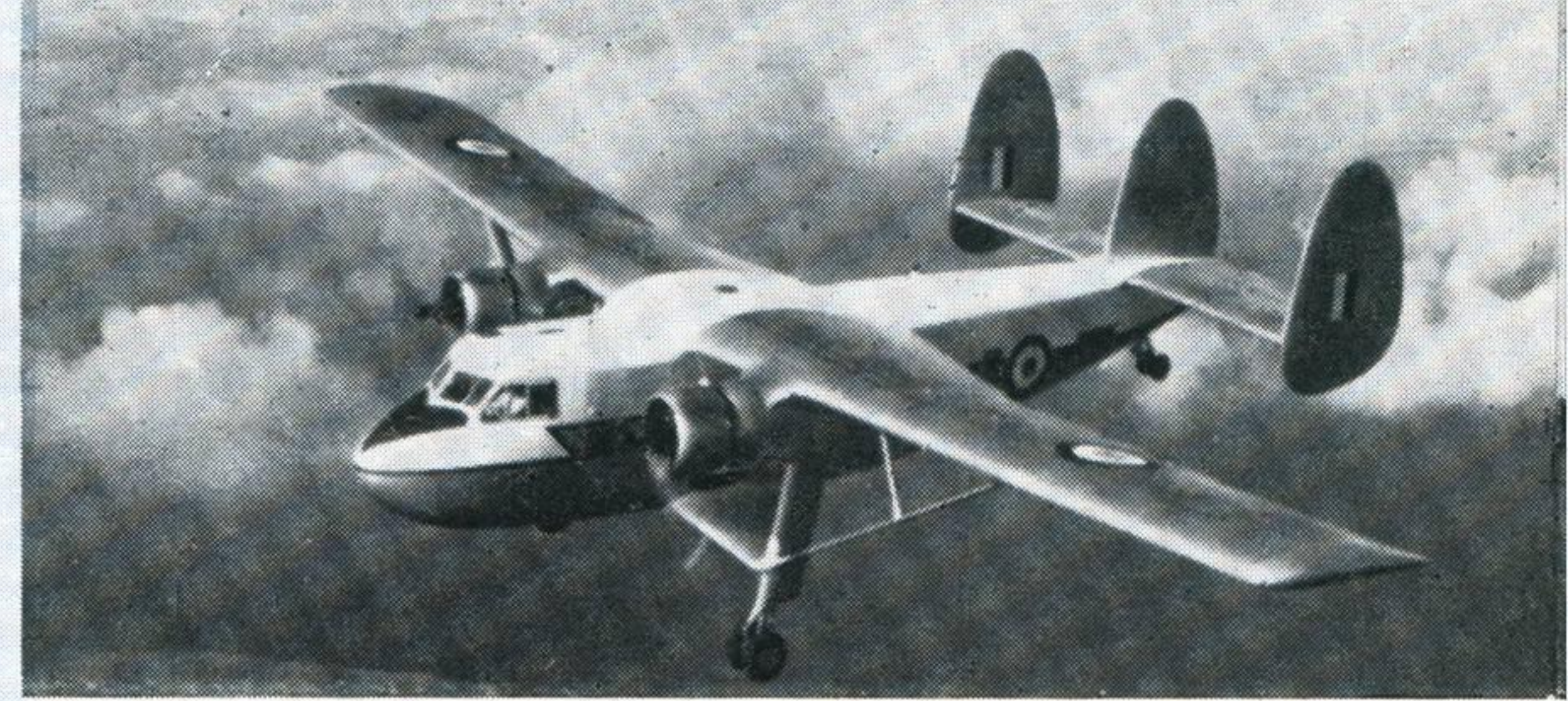
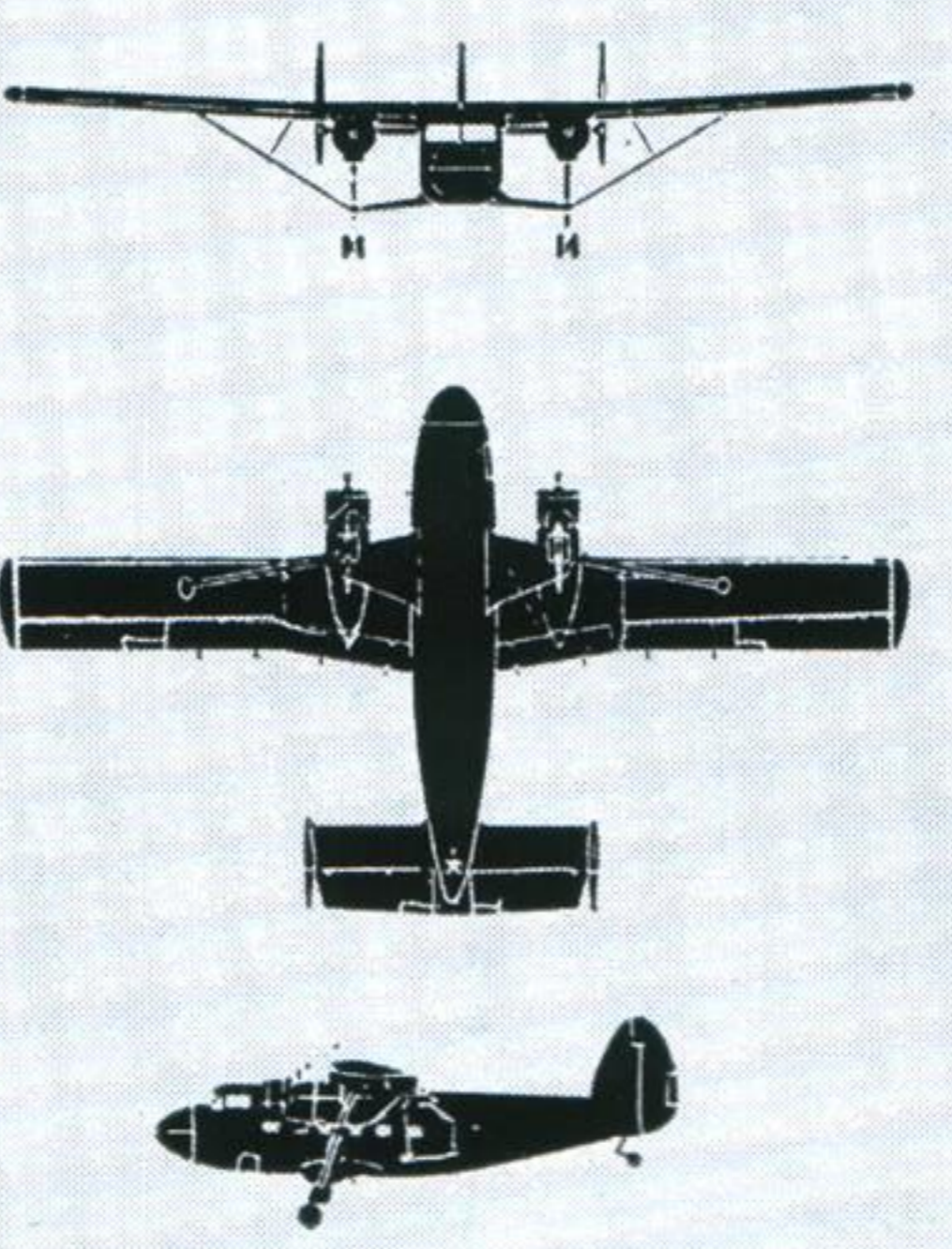
ANSON While only limited numbers of C.19 and C.21 models (as per silhouette) remain in R.A.F. service, variants of this model and of the earlier models (as per photo) are in civil use. Span 56 feet



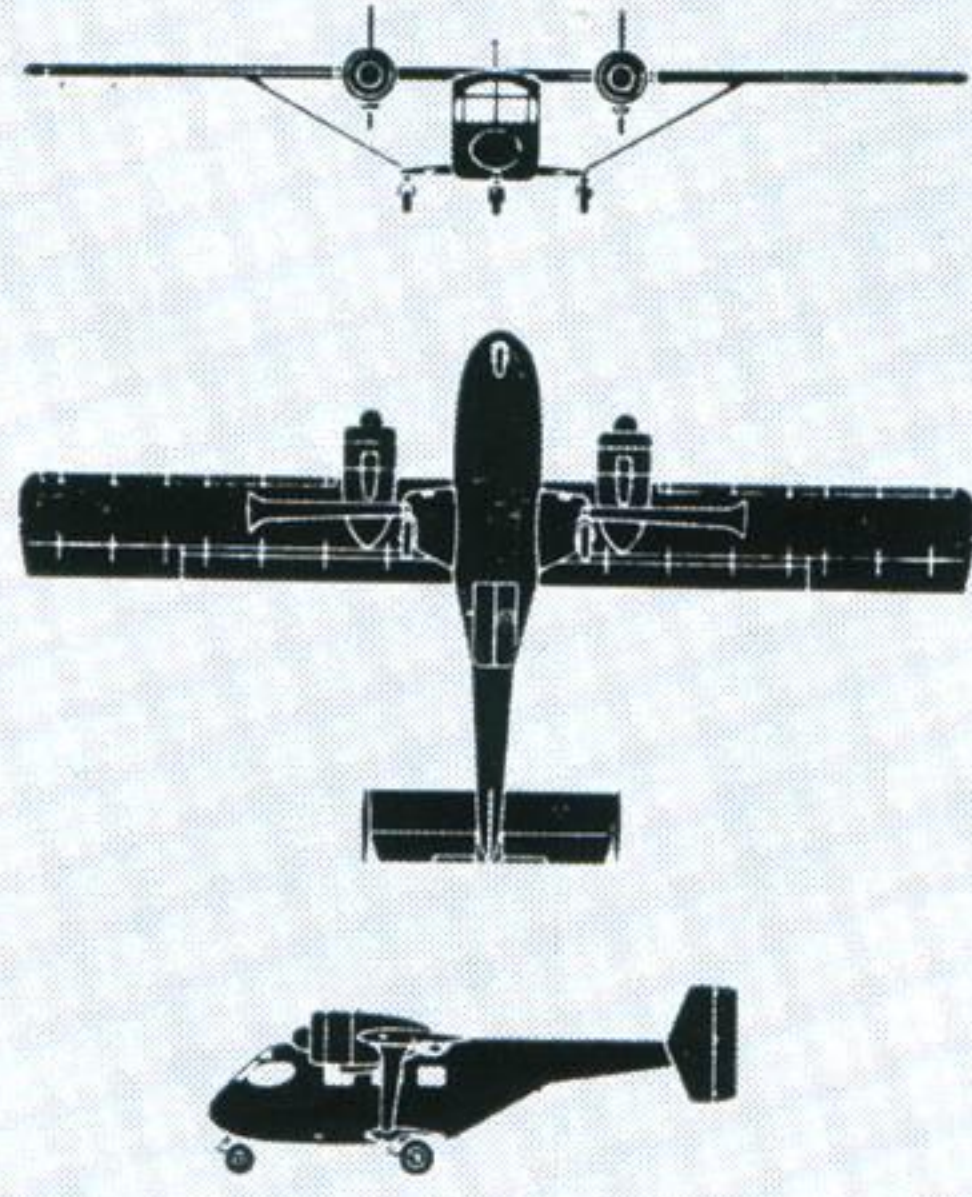
DOVE In continuous production since the war, the Dove has been produced in its hundreds. The military version is the Devon. Span 57 feet



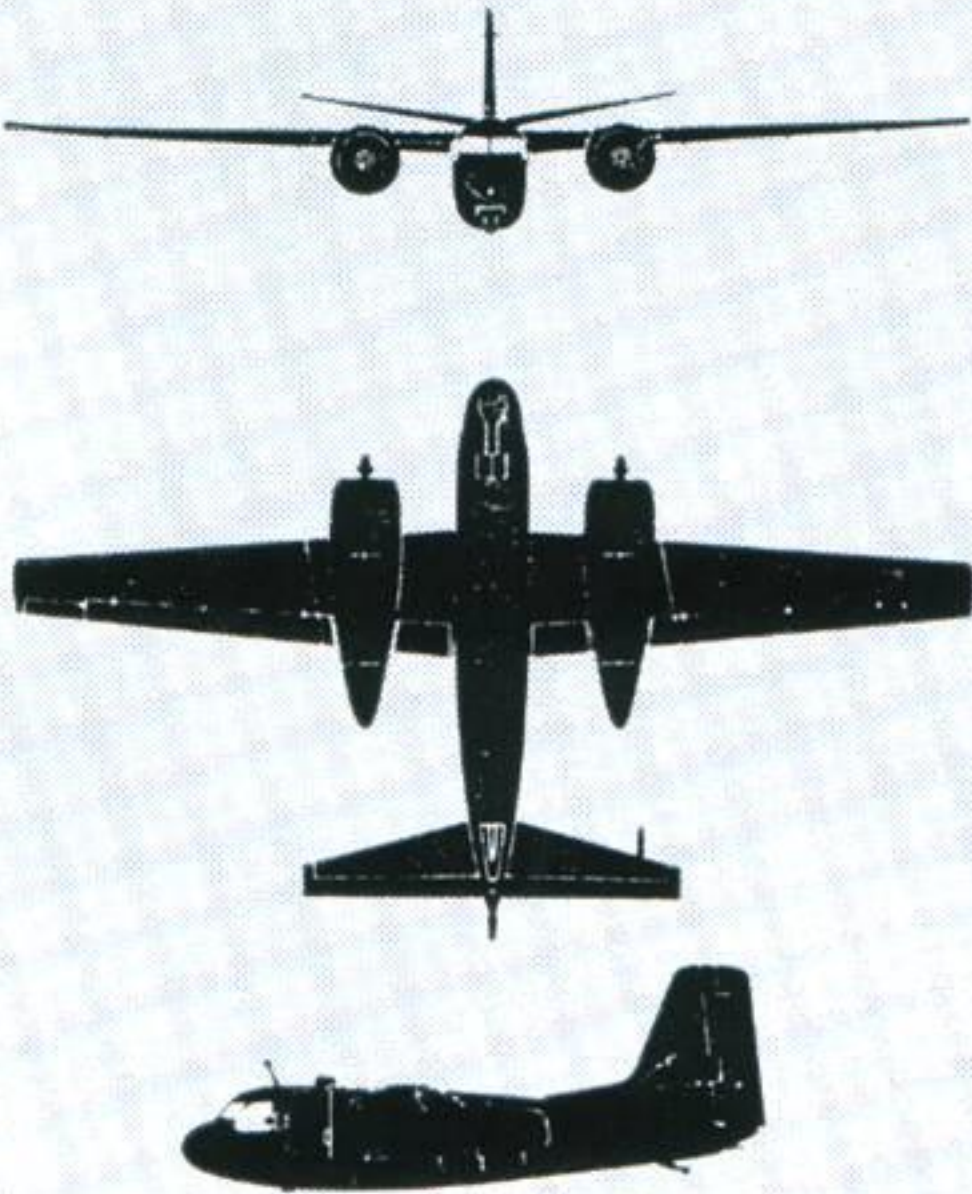
HAWKEYE A turboprop, ship-borne early warning aircraft exclusive to the U.S. Navy as their E-2A. Span 81 feet



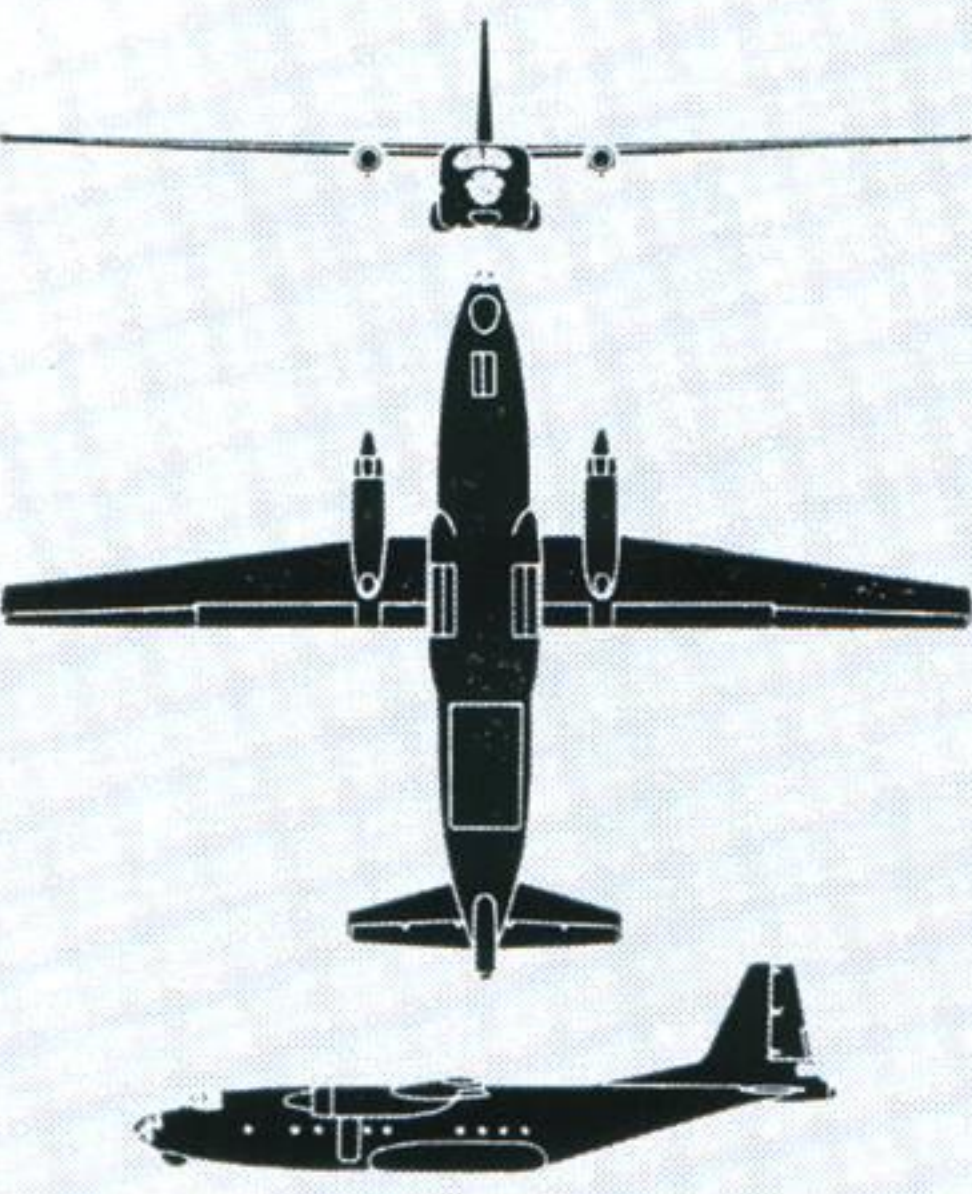
TWIN PIONEER A military tactical transport this Scottish Aviation aircraft is in R.A.F. and Malaysian service and a number are civil owned in various countries including Indonesia. Span 76 feet



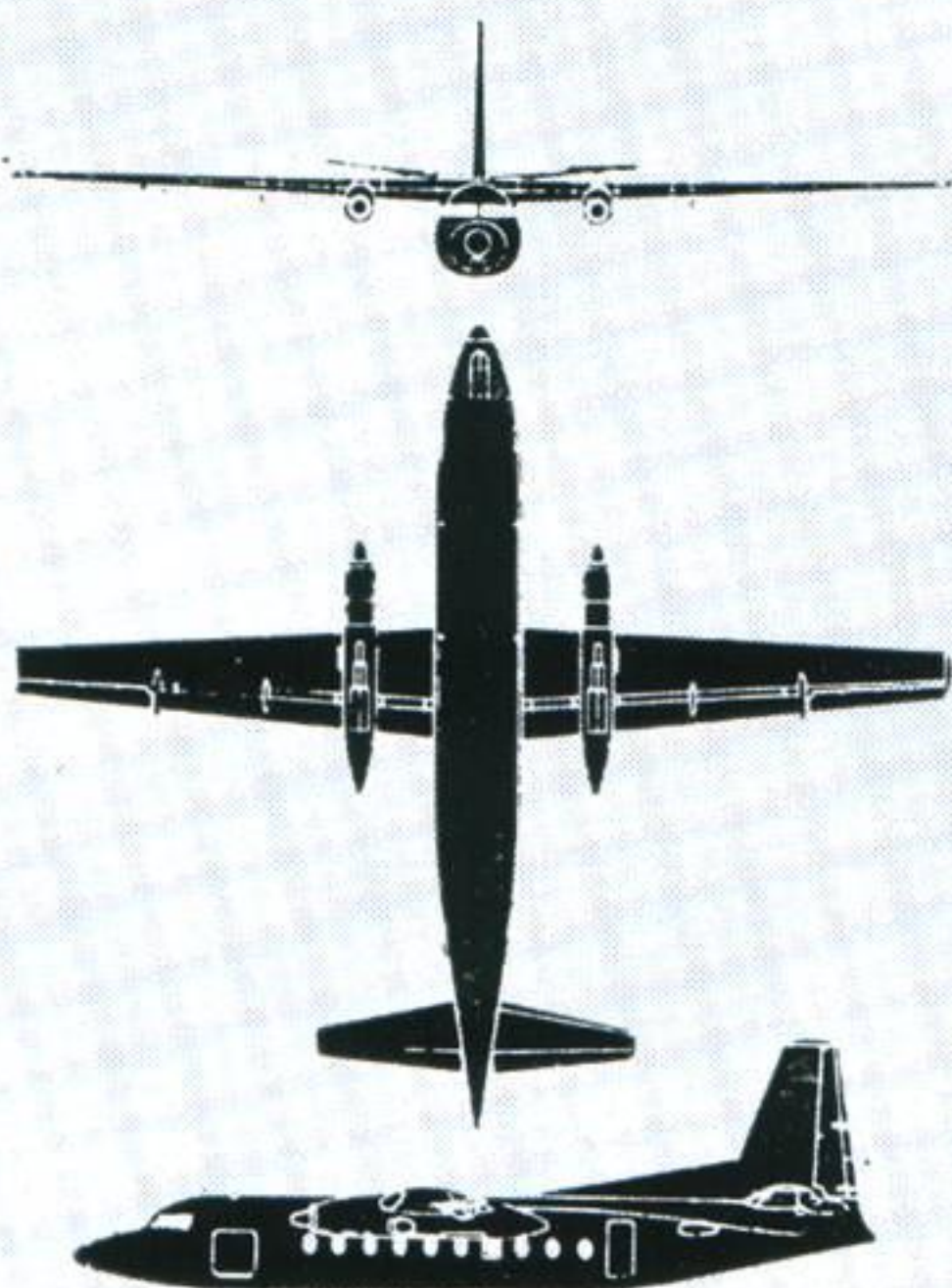
CLOD The Antonov An14 light STOL transport is called the Pchelka (Little Bee) in Russia. Span 72 feet



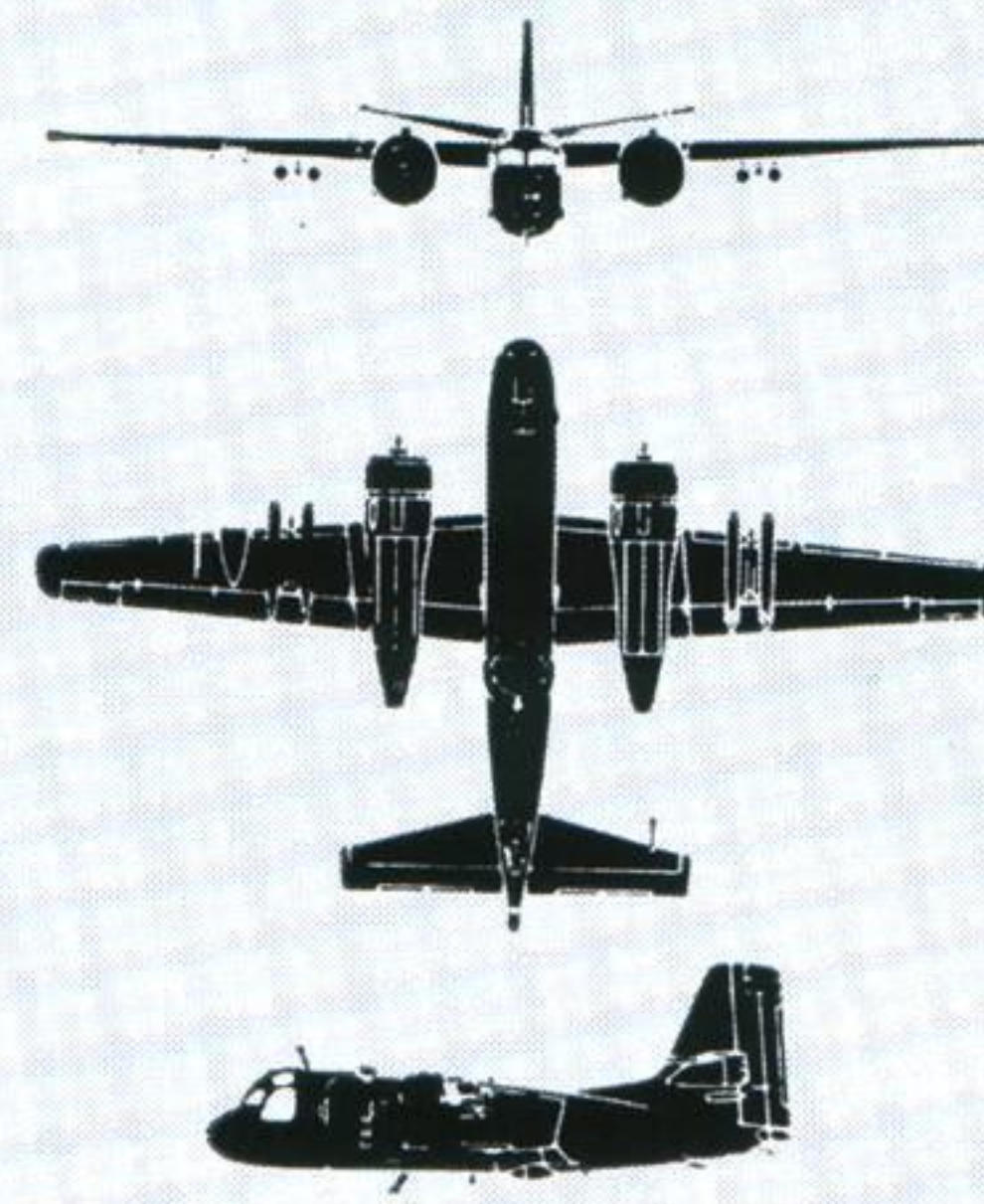
TRADER This carrier-borne transport and liaison aircraft, C-1 of the U.S. Navy, has been adapted from the Tracker. Span 73 feet



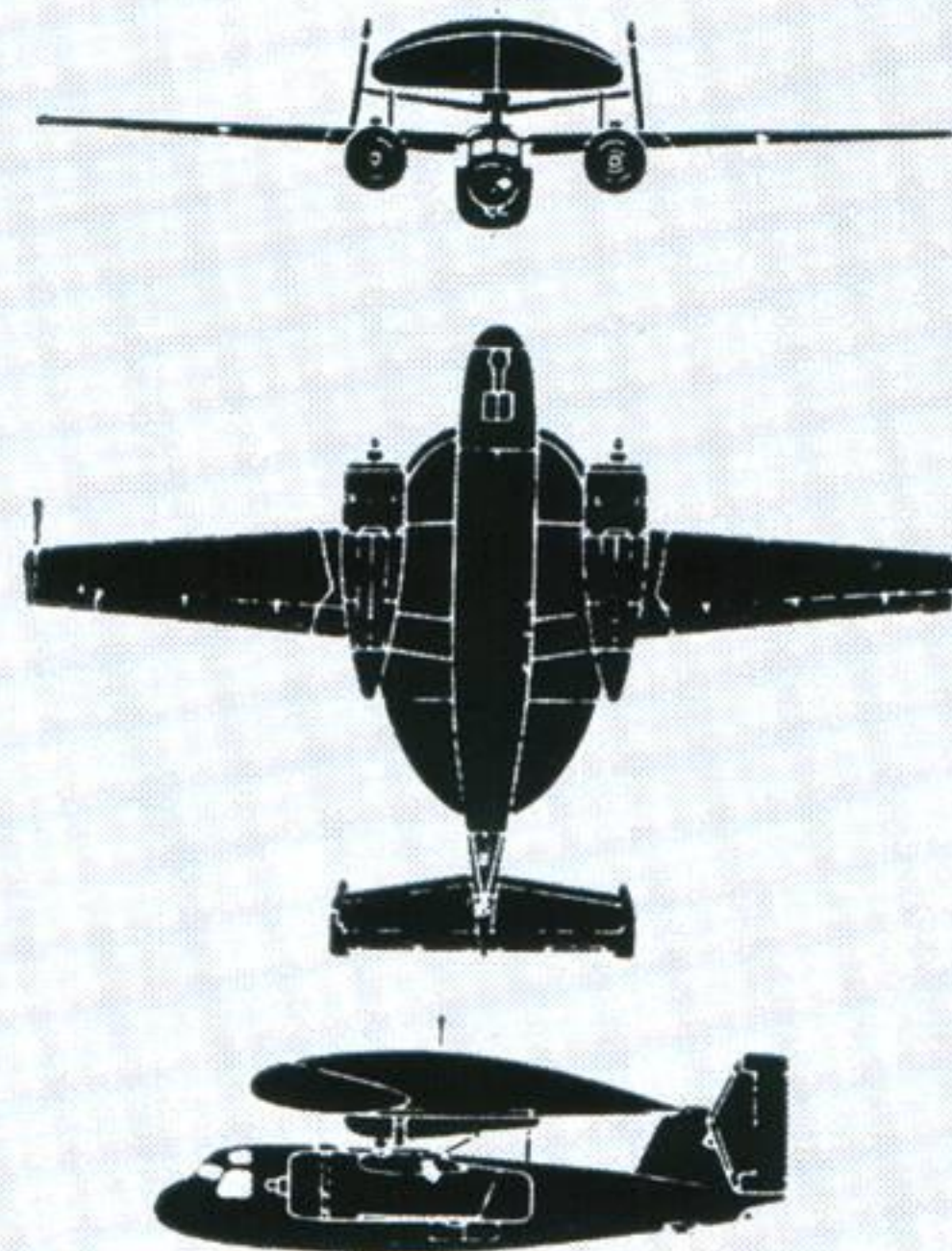
CAMP This Soviet assault transport is the counterpart of the American C-123 Provider. Span 98 feet



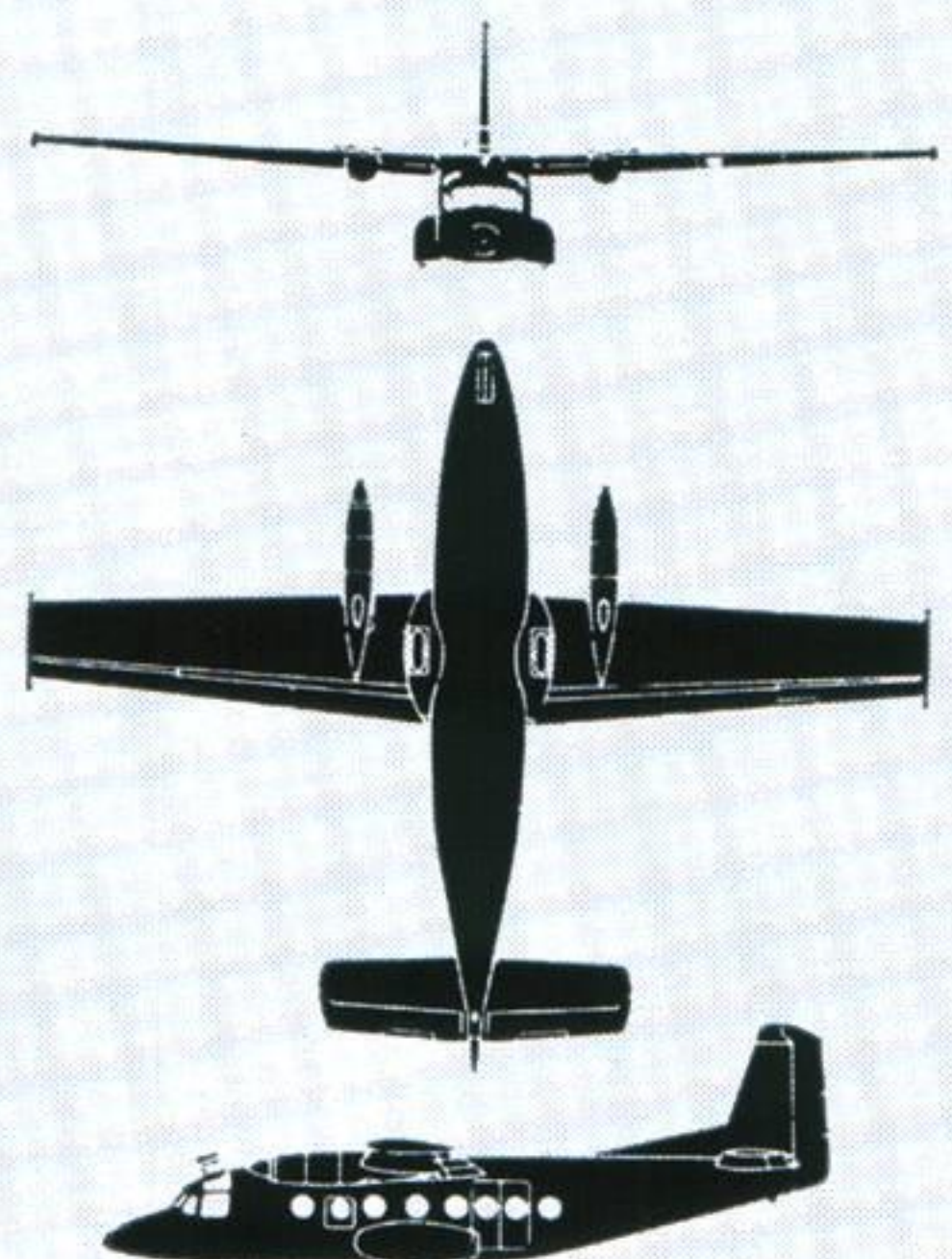
FRIENDSHIP This famous Dutch transport is still in production as an airliner and as a military transport as the Troopship. Span 95 feet



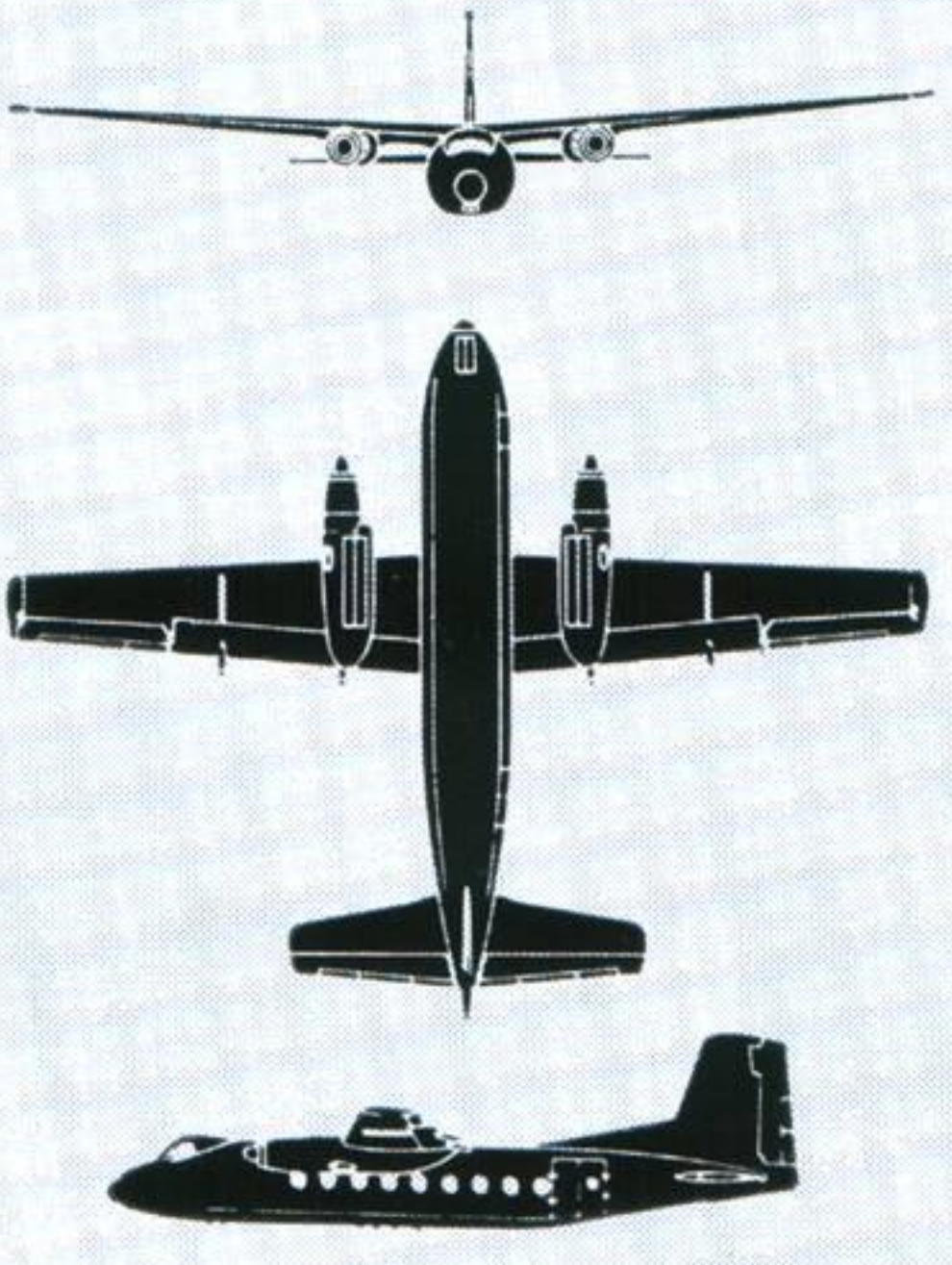
TRACKER This Grumman ship-borne anti-submarine aircraft, S-2 of the U.S. Navy, has been exported to the Argentine, Brazil, Canada, Italy, Japan and the Netherlands. Span 70 feet



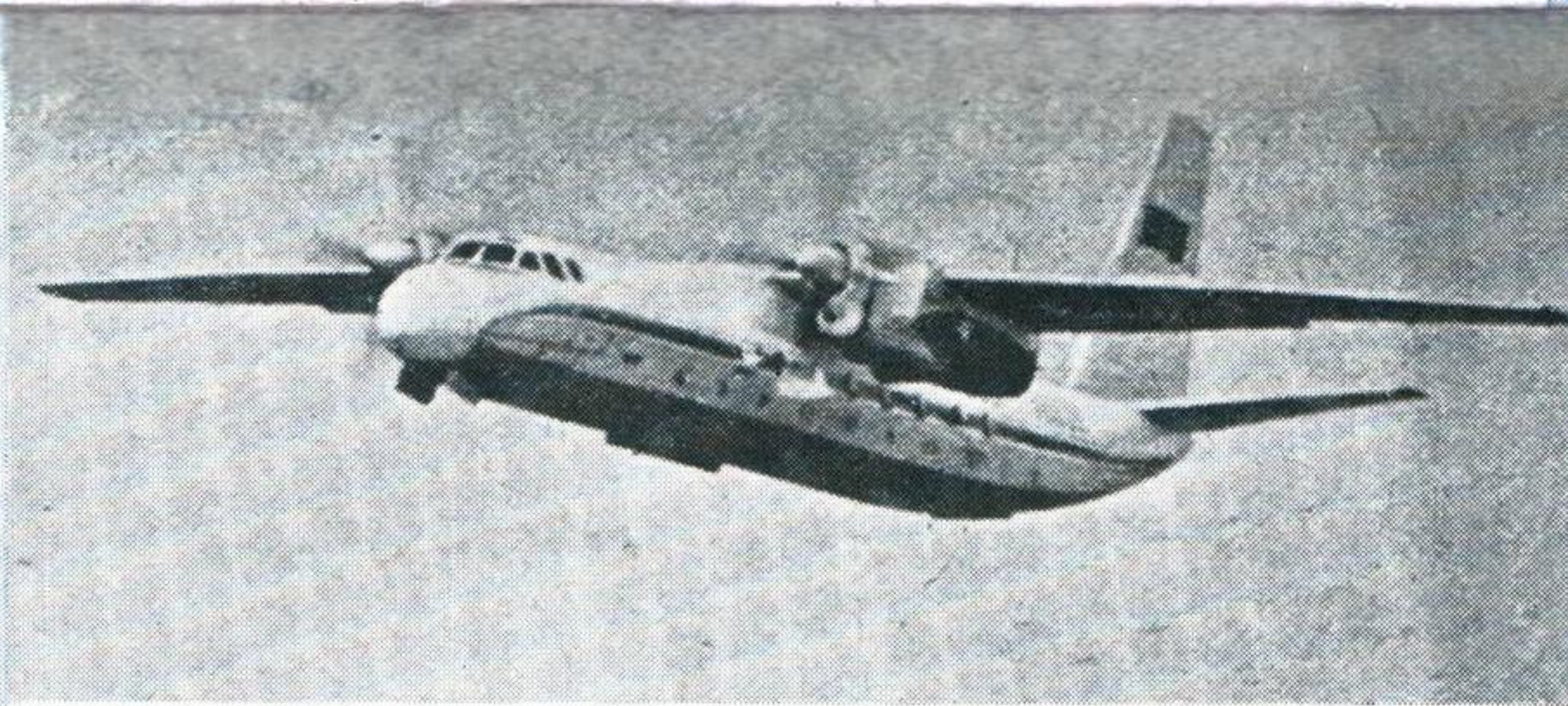
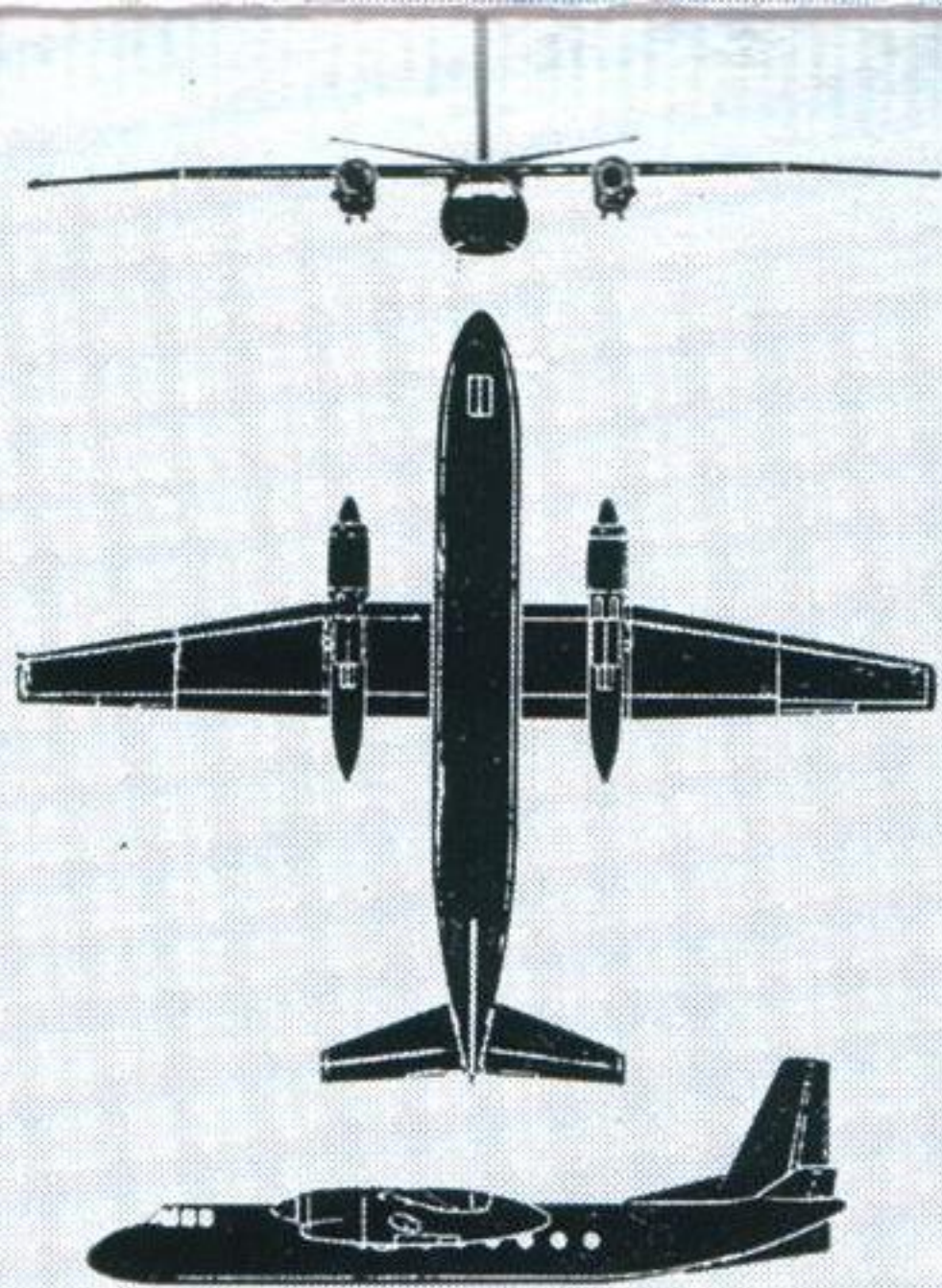
TRACER An early warning aircraft adaptation of the basic Tracker design which is exclusive to the U.S. Navy as their E-1. Span 72 feet



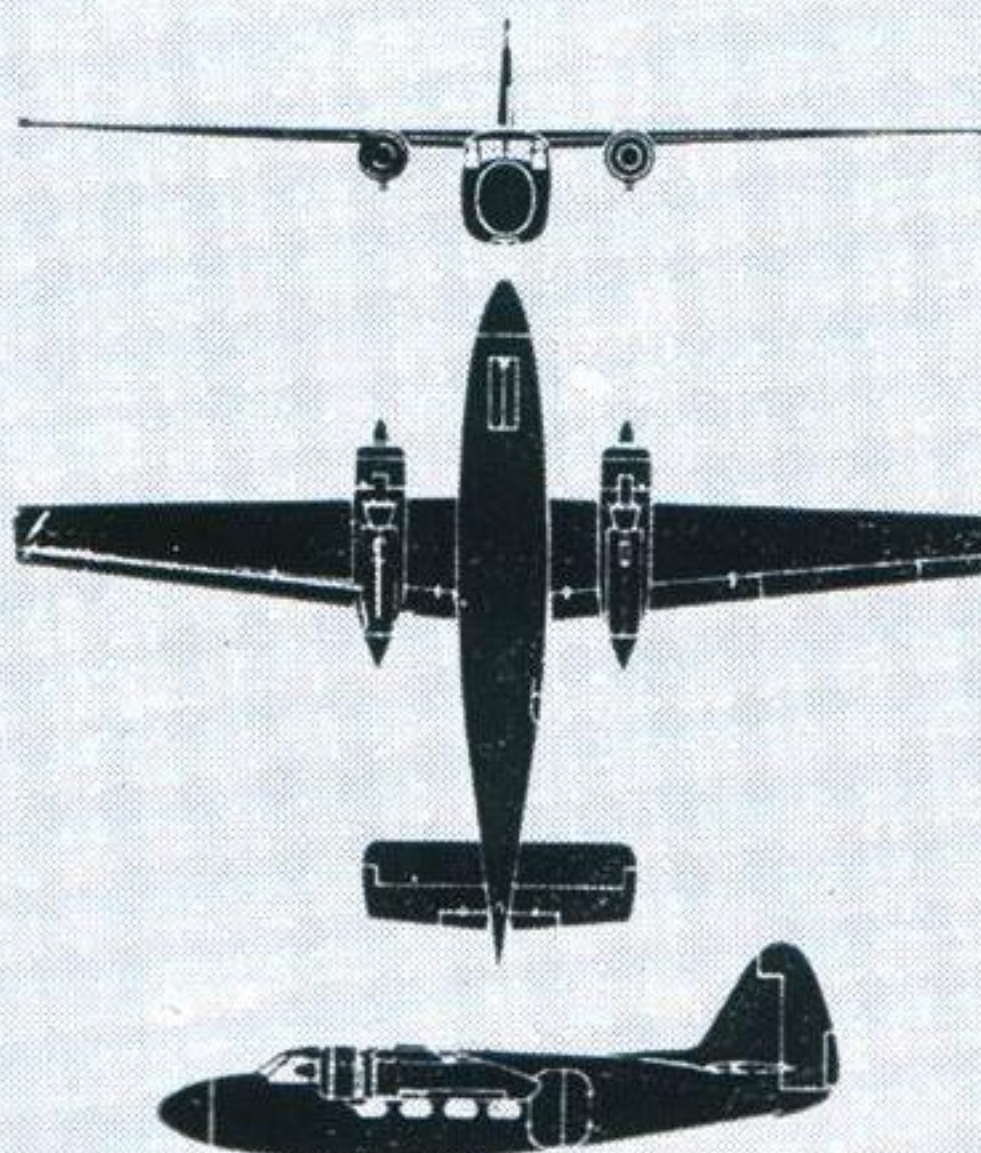
SUPER BROUSSARD The Nord 260 Super Broussard and the similar Nord 262 are light transports designed for civil or military use. Span 72 feet



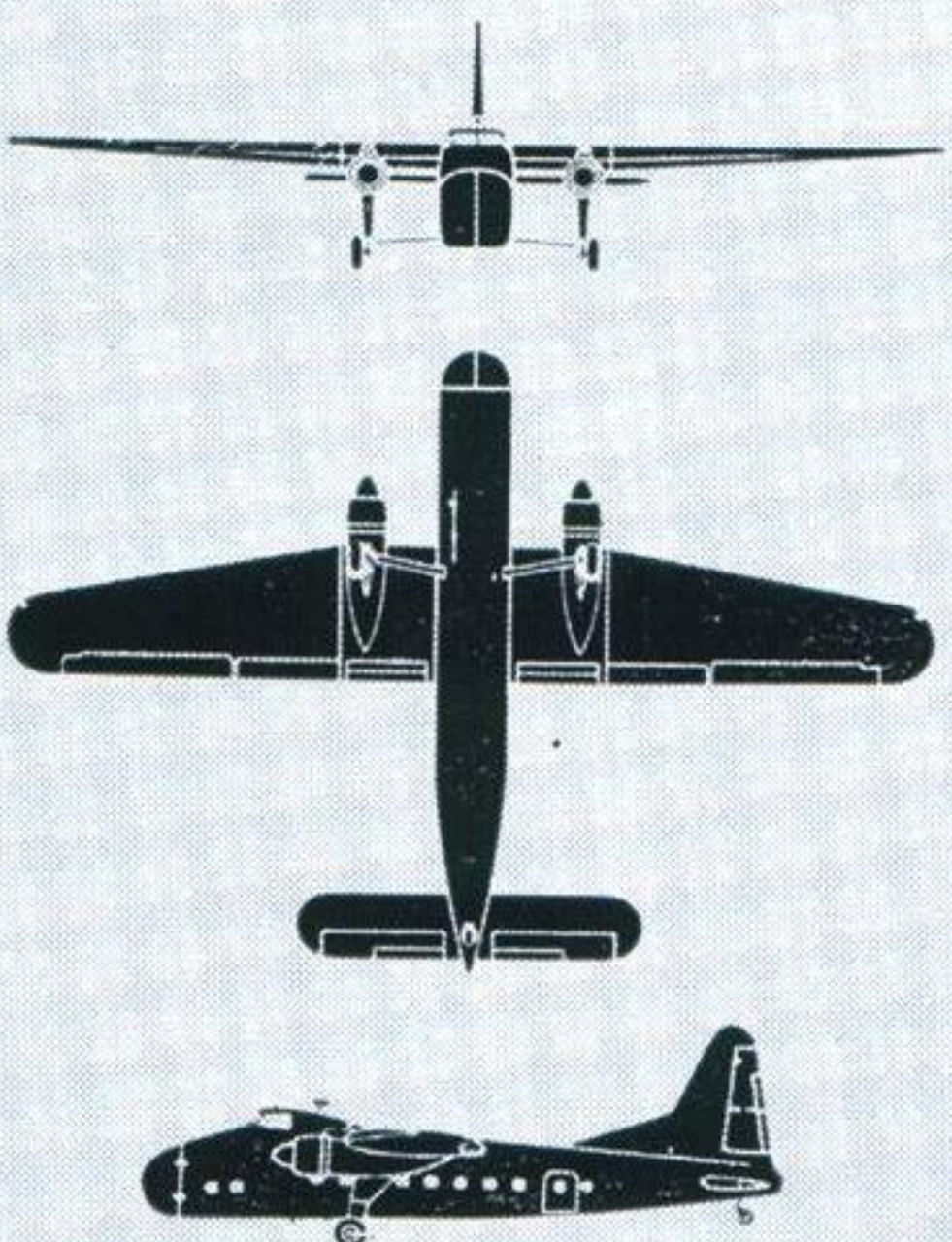
HERALD In the same class as the Friendship, this Handley Page transport is used in both civil and military roles. Span 95 feet



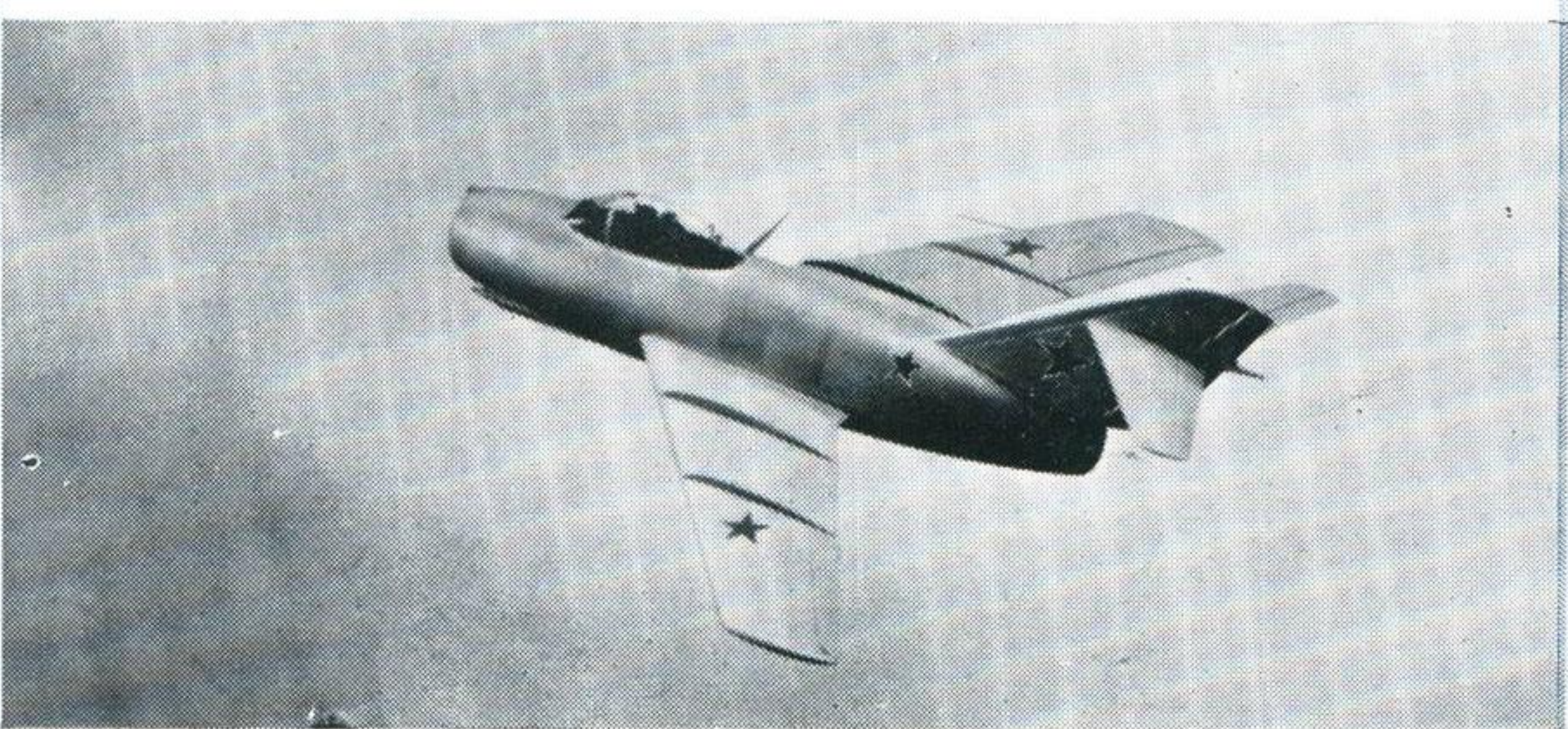
COKE This Antonov An-24 44-seat airliner of Aeroflot can be adapted for freight-carrying in under the hour. Span 96 feet



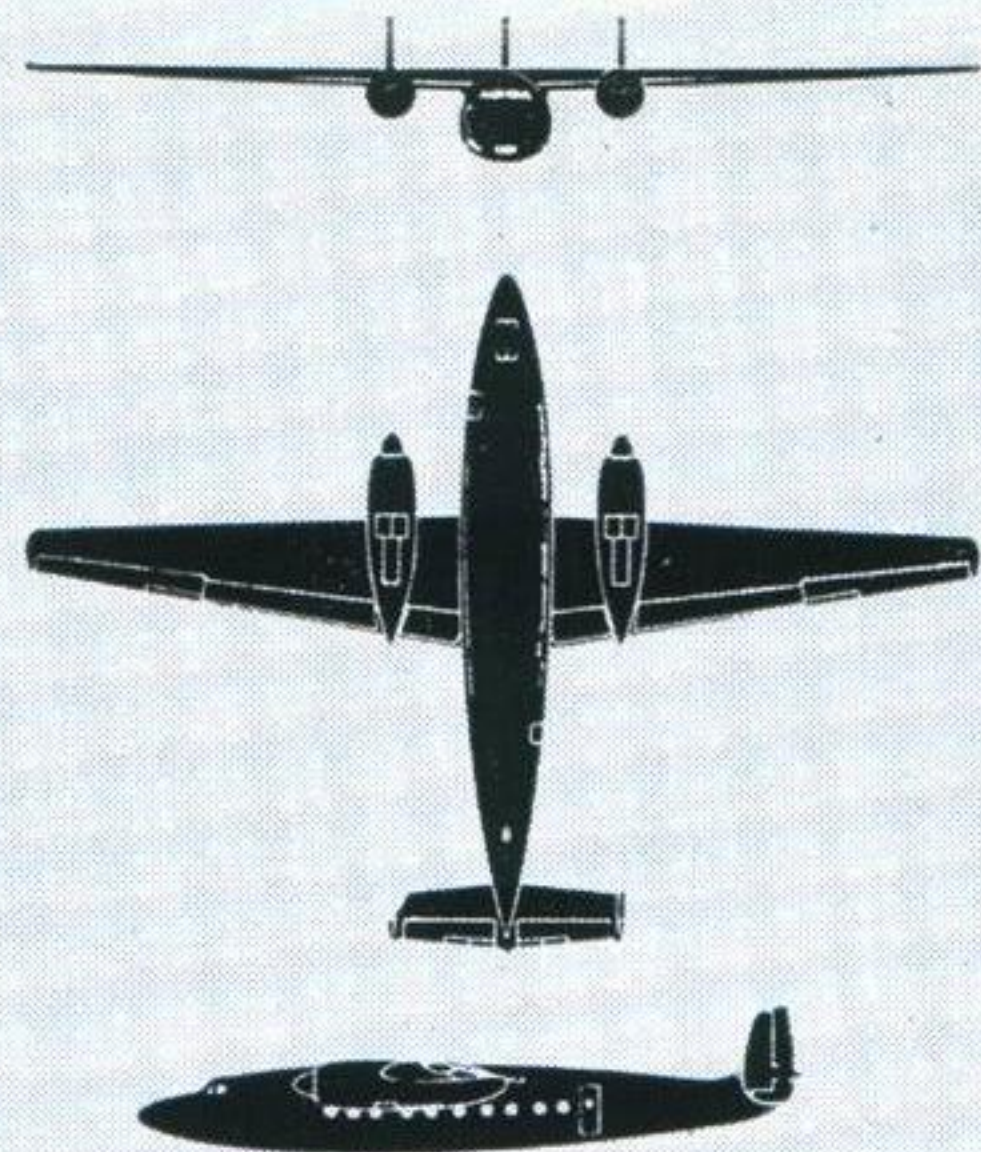
PEMBROKE Military version of the Prince, the Hunting Pembroke serves the R.A.F. as the C1 and C(PR)1. Export versions C.51-54 have been supplied respectively to the Belgian, Swedish, Finnish, Federal German and Sudanese Air Forces. Span 64 feet



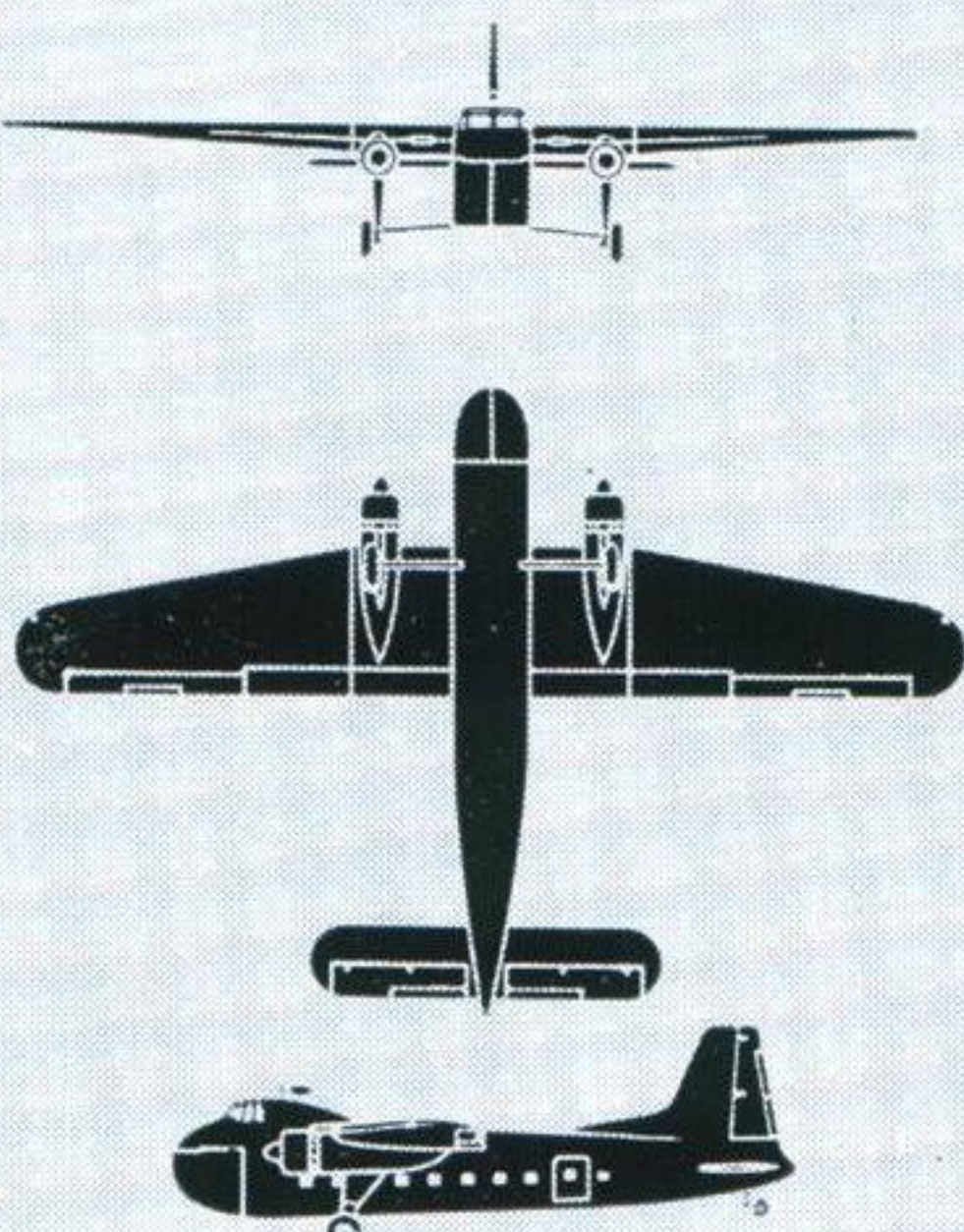
SUPER FREIGHTER A re-design of the basic Bristol 170 with modifications to nose and tail; this model is used for civil freight carrying including car ferrying. Span 108 feet



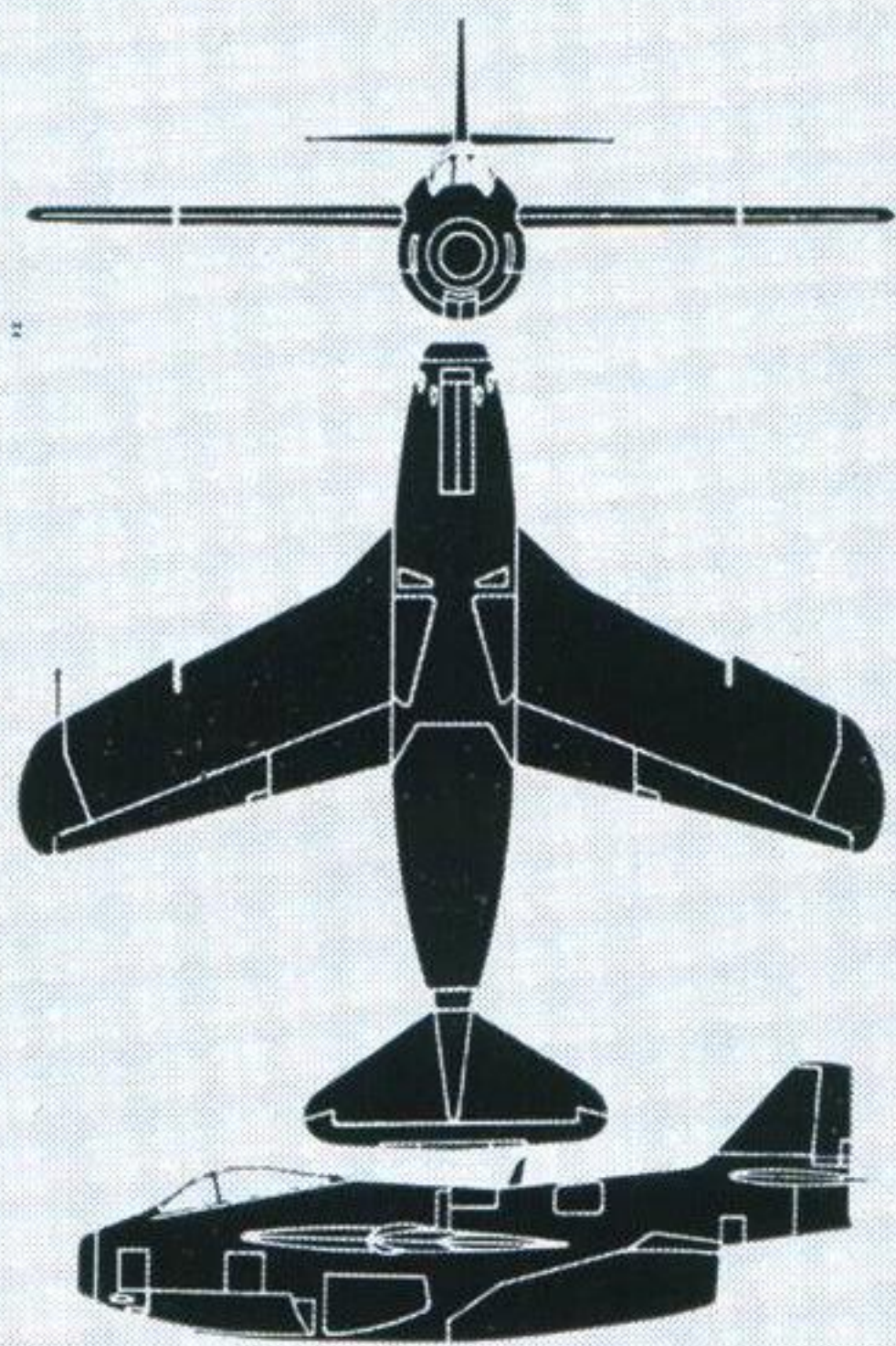
FAGOT First of the famous MiG jets, the MiG-15 was built in Russia, Czechoslovakia and Poland and is still used by most Soviet Bloc countries. Span 33 feet



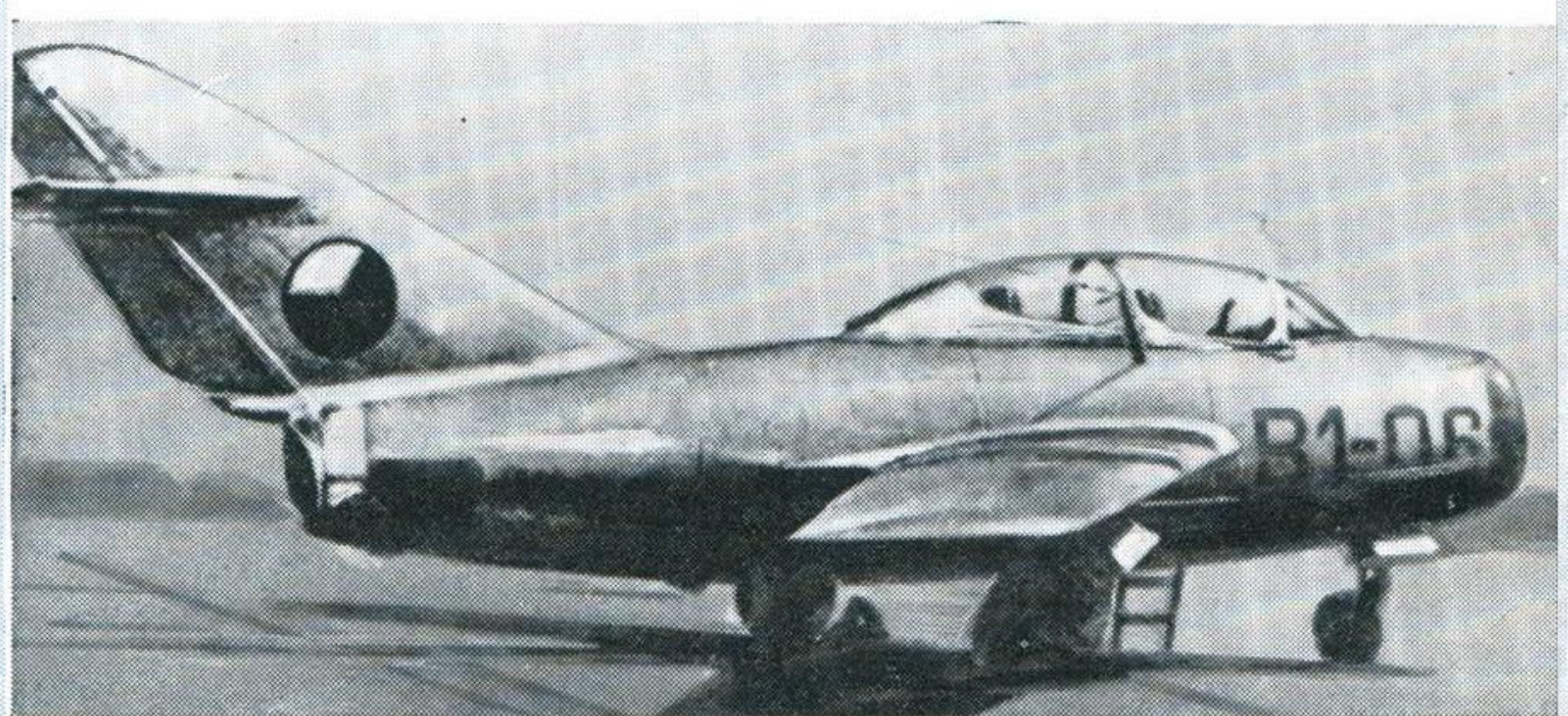
AMBASSADOR Once the Elizabethan of B.E.A., a few Ambassadors are still in service with other airlines. Span 115 feet



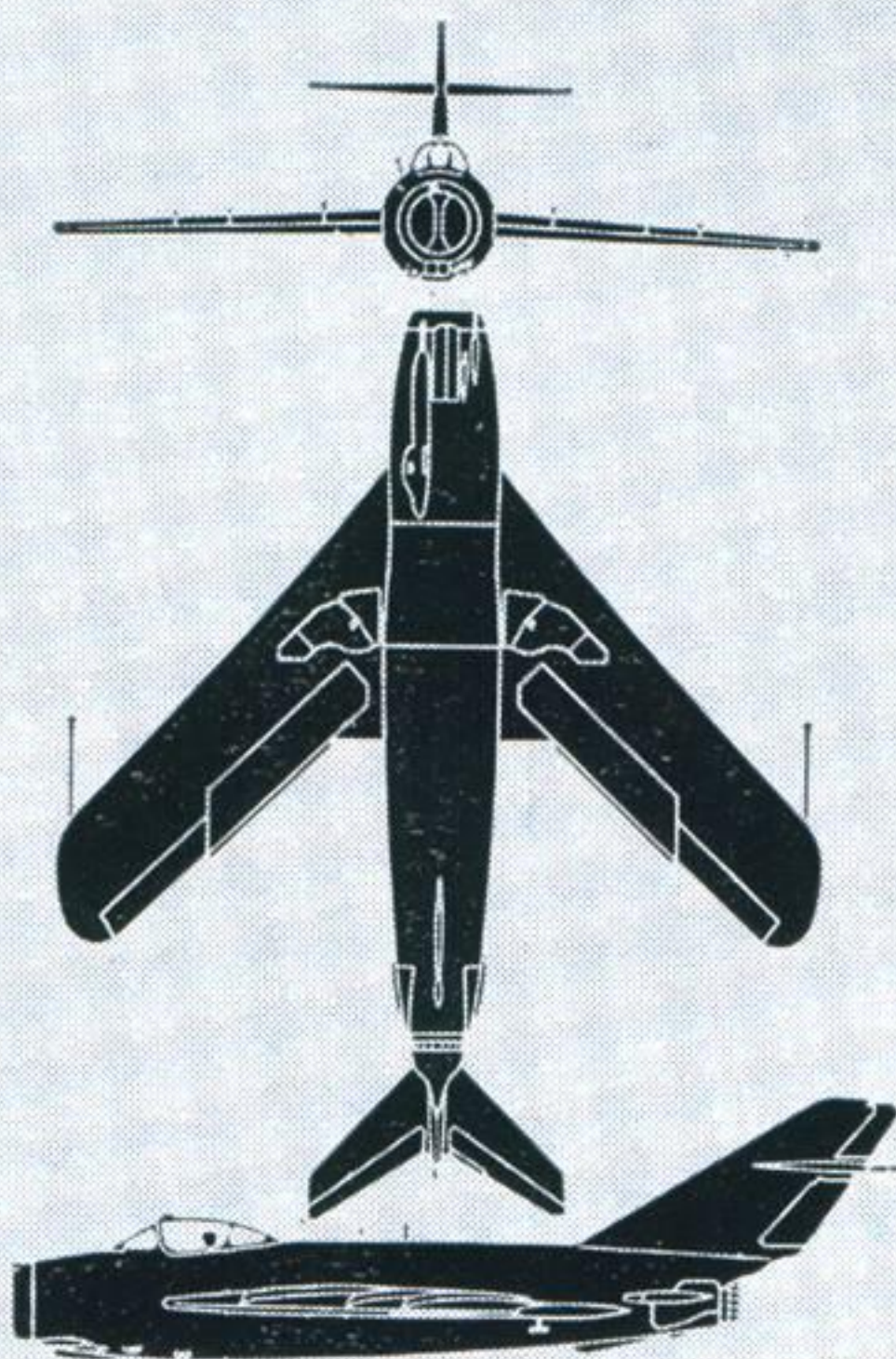
FREIGHTER A military freighter in Commonwealth and other countries, the Bristol 170 was not adopted by the R.A.F. but a number are operated by civil organisations as the Wayfarer. Span 108 feet



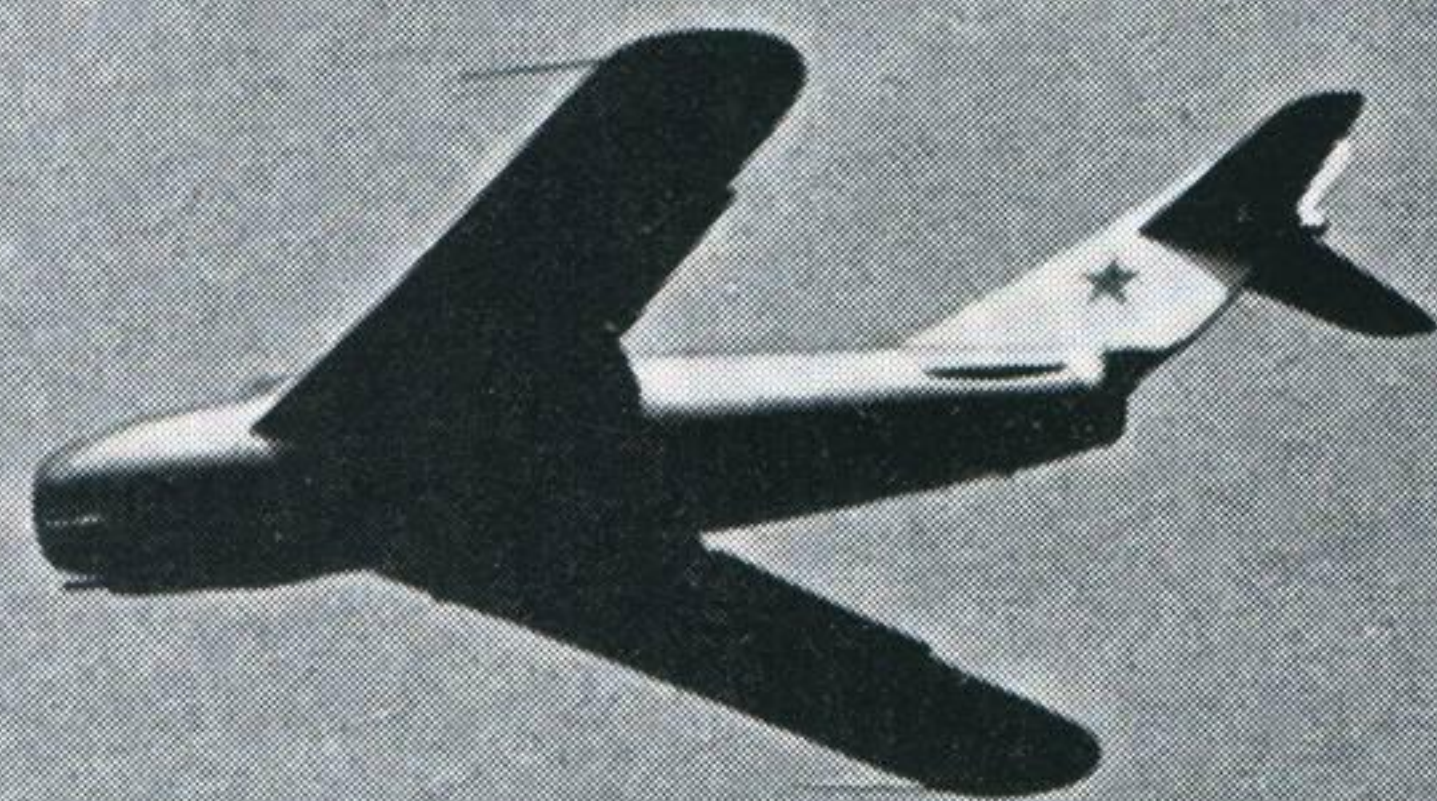
SAAB 29 This Swedish fighter, due for replacement in its own country, is used by the Austrian Air Force. Span 36 feet



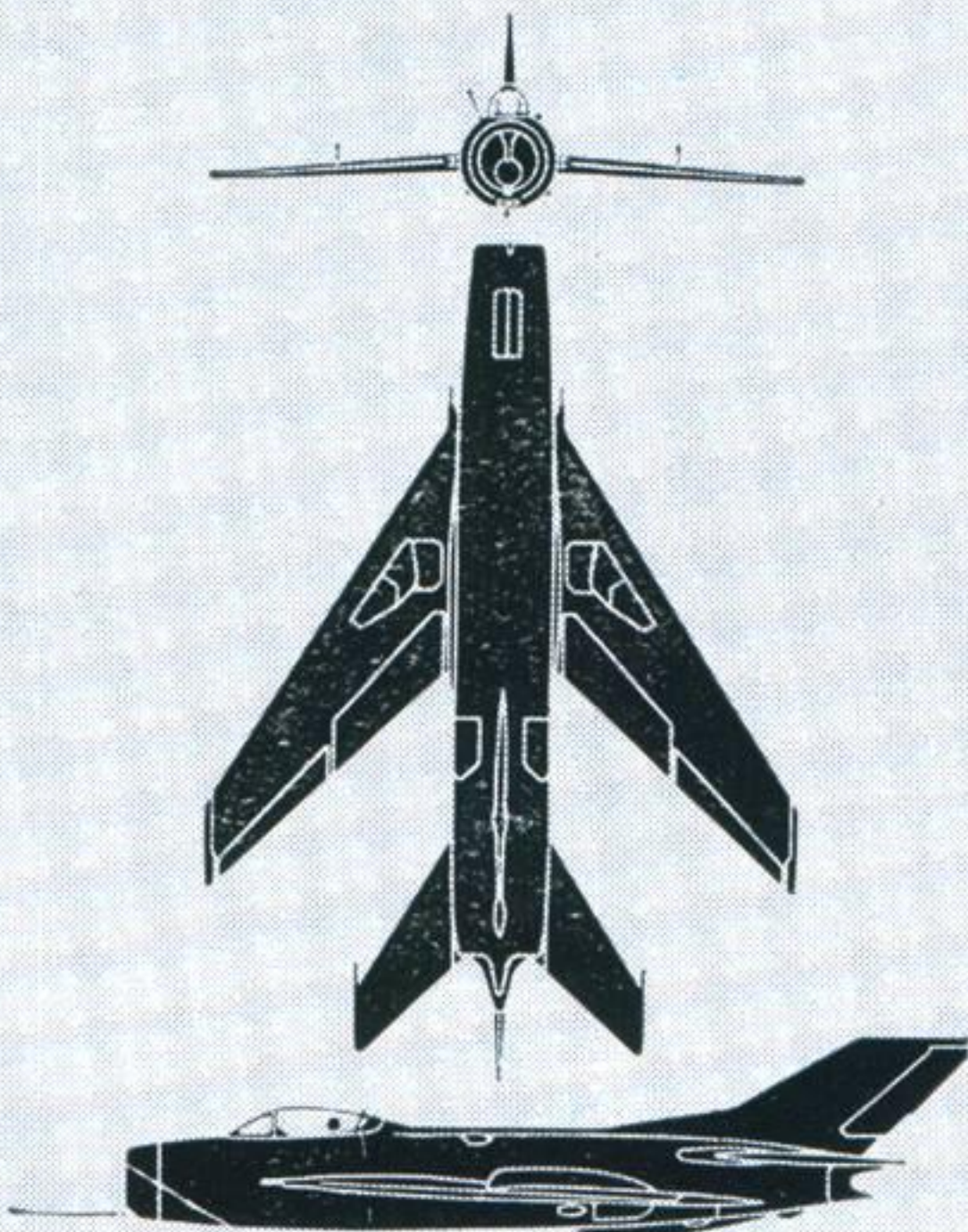
MIDGET Two-seat trainer version of the MiG-15, the MiG-15UTI serves mainly in countries operating, or who have operated, the Fagot. Span 33 feet



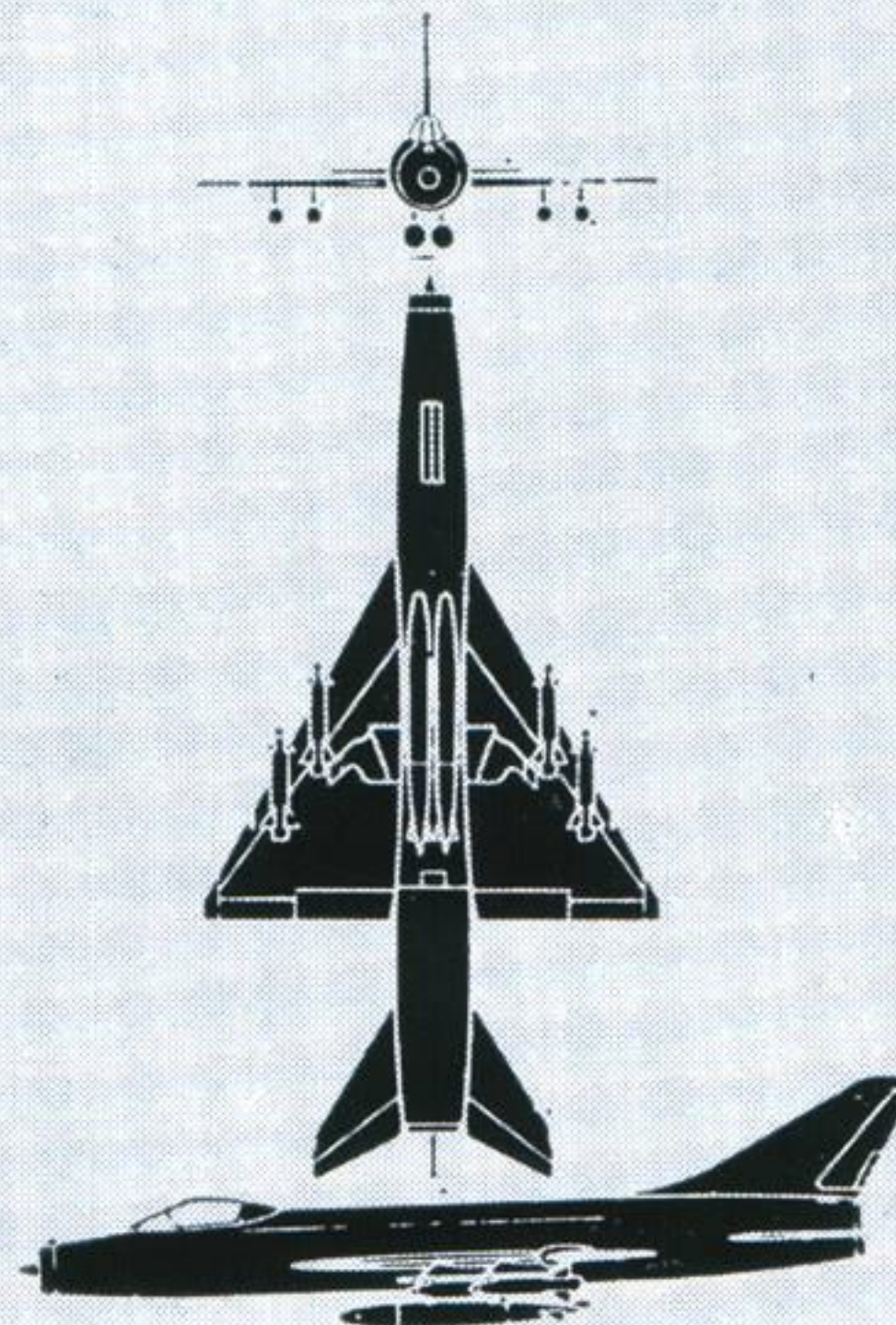
FRESCO Produced in quantity for Soviet Bloc countries, the MiG-17 was an improved version of the MiG-15. Variations occur in the nose according to the fitting of A.I. radar. Span 36 feet



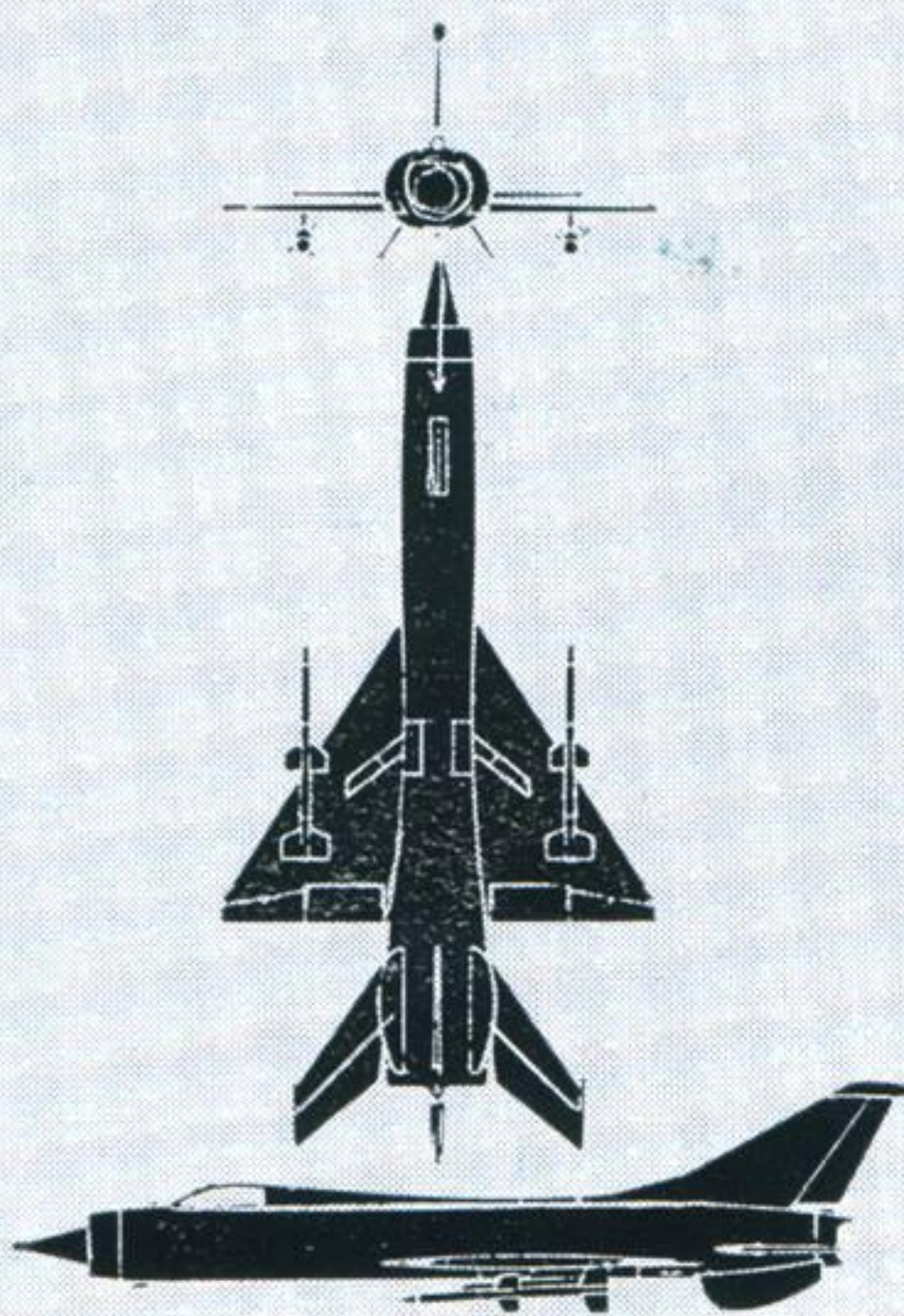
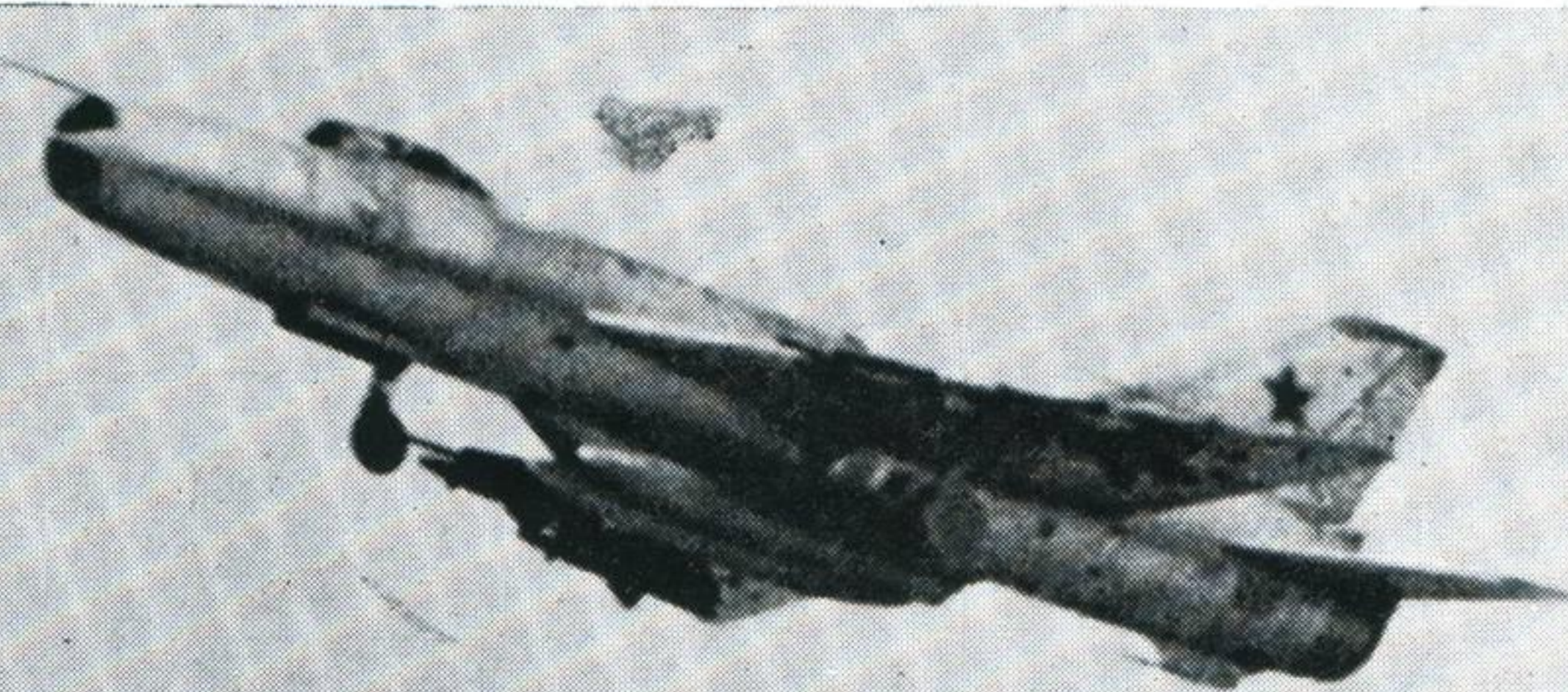
FISHBED The MiG-21 produced in several versions with visual differences mainly in the nose and canopy, is used by Cuba, Egypt, Finland, India, Indonesia and Iraq, as well as by the Soviet Bloc. Span 25 feet



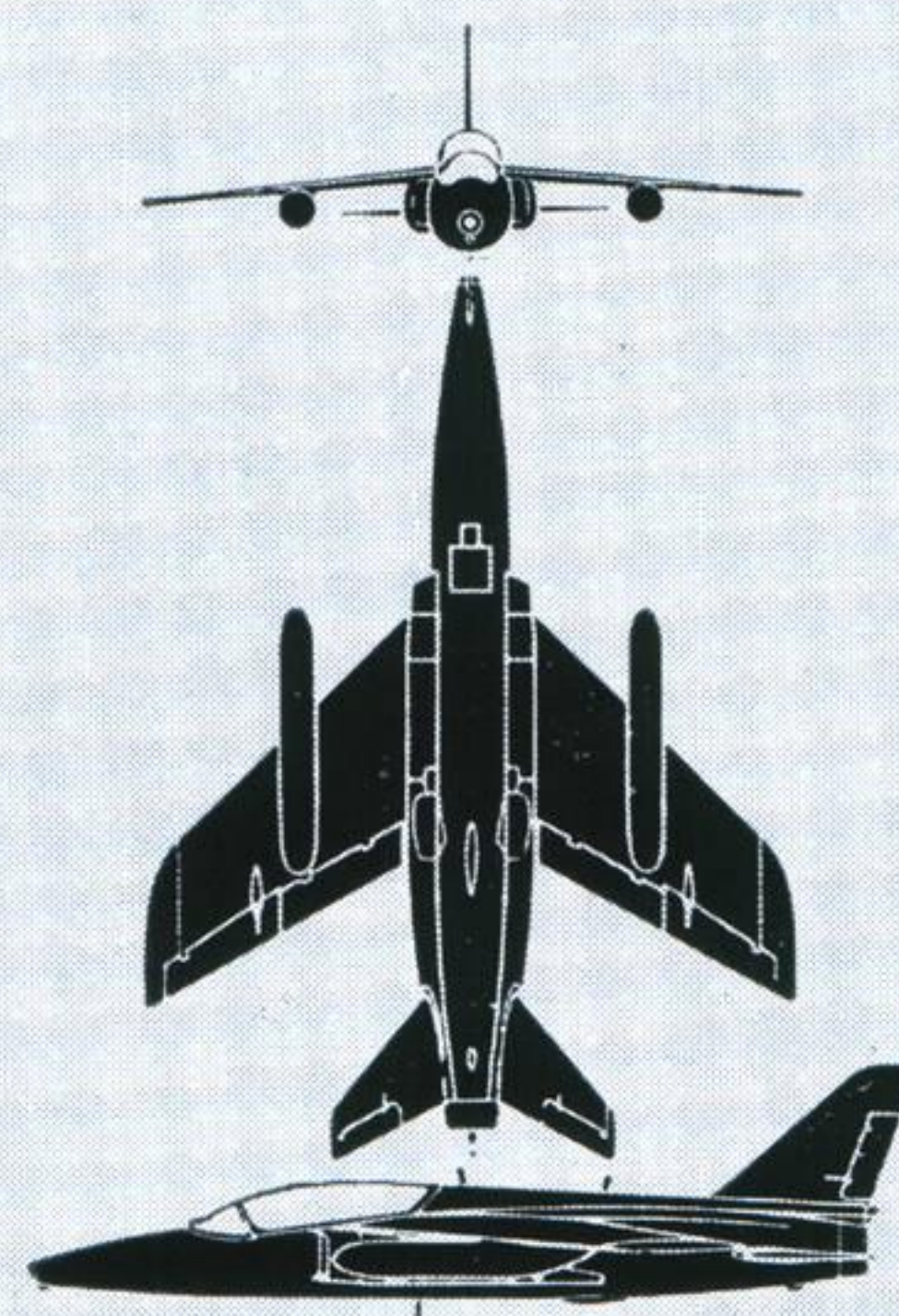
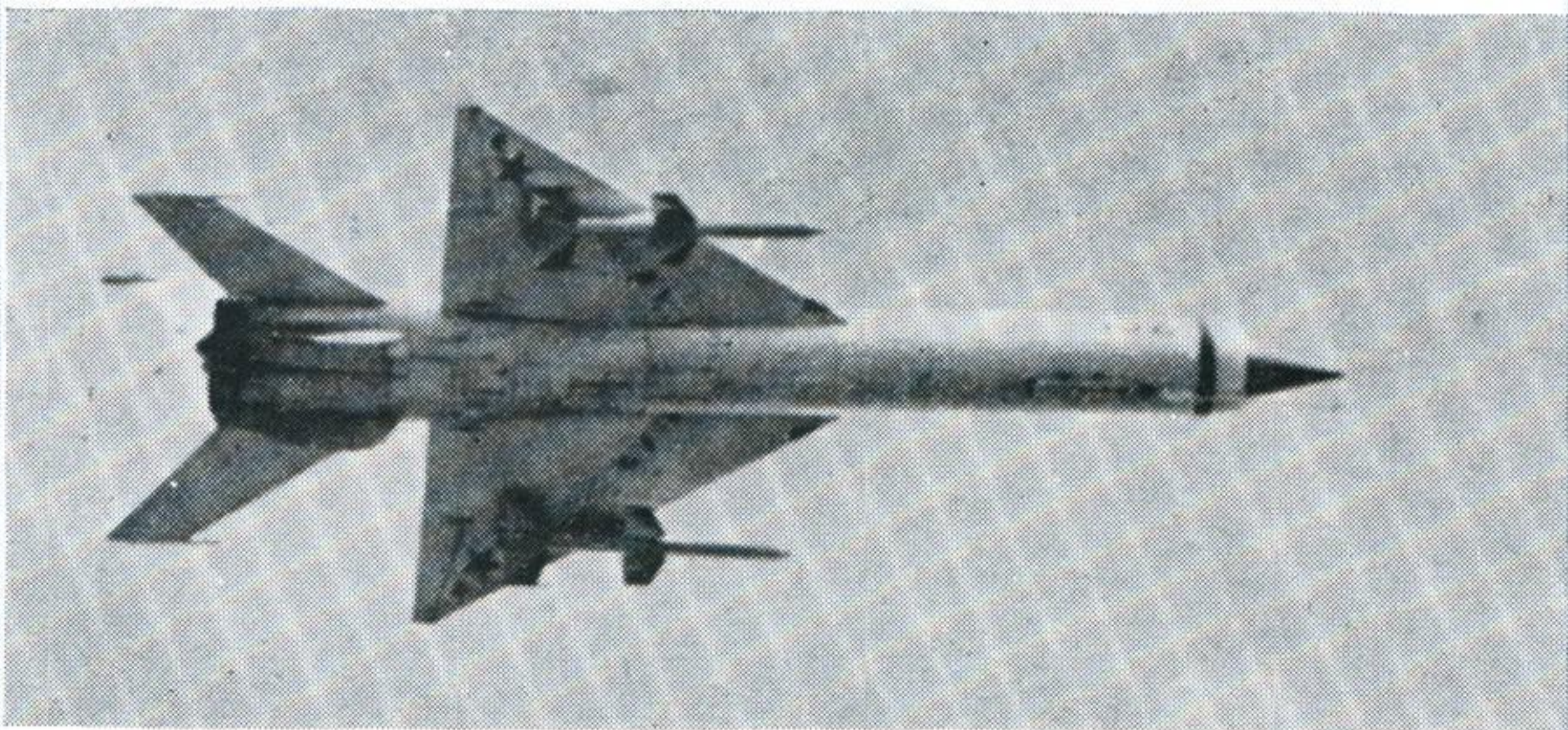
FARMER The MiG-19, like the later MiG-21, has been exported widely and is in service in several versions with variations in nose shape and canopy. Span 30 feet



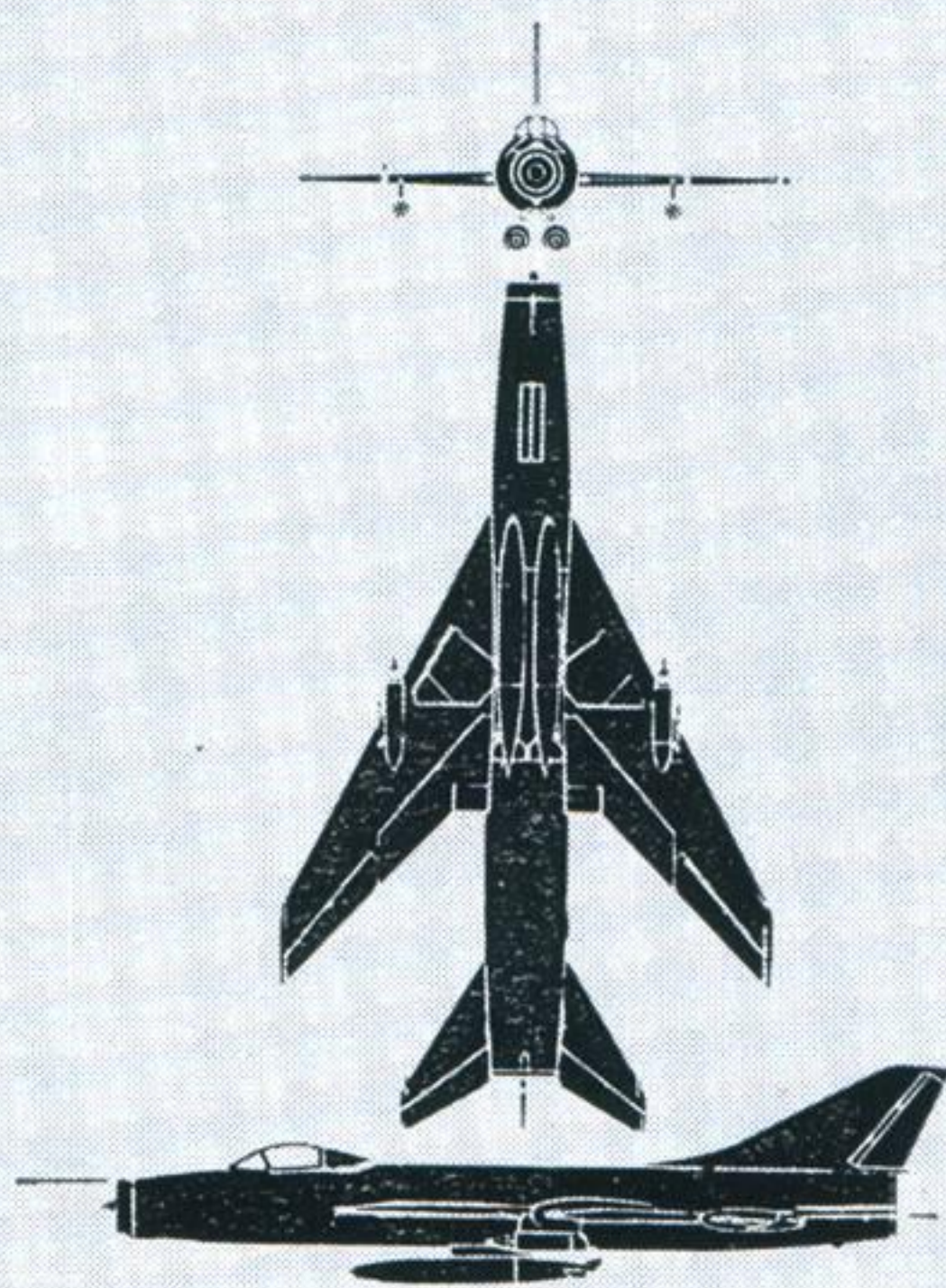
FISHPOT Contemporary of the MiG-21, this Sukhoi all-weather fighter is, in the main, exclusive to the Soviet Armed Forces. Span 31 feet



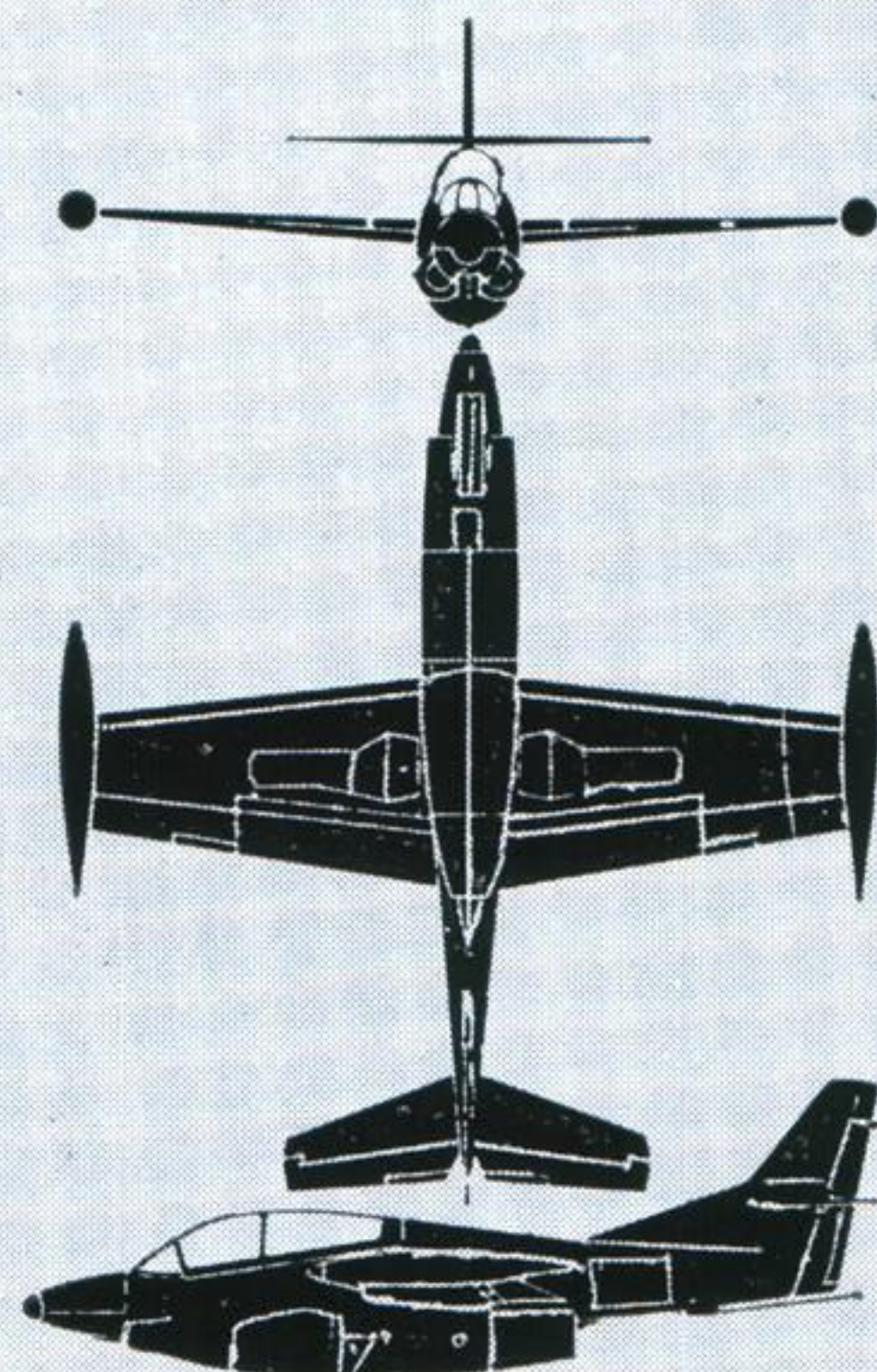
FLIPPER The Flipper is virtually a twin-engined version of the Fishbed, having two side-by-side engines. Various under-wing fuel tanks or weapons may be carried. Span 30 feet



GNAT Two-seat advanced trainer of the R.A.F. A single-seat fighter version of the Gnat T.1, with smaller canopy and shortened fin and rudder, has been delivered to Finland and India. Span 22-24 feet

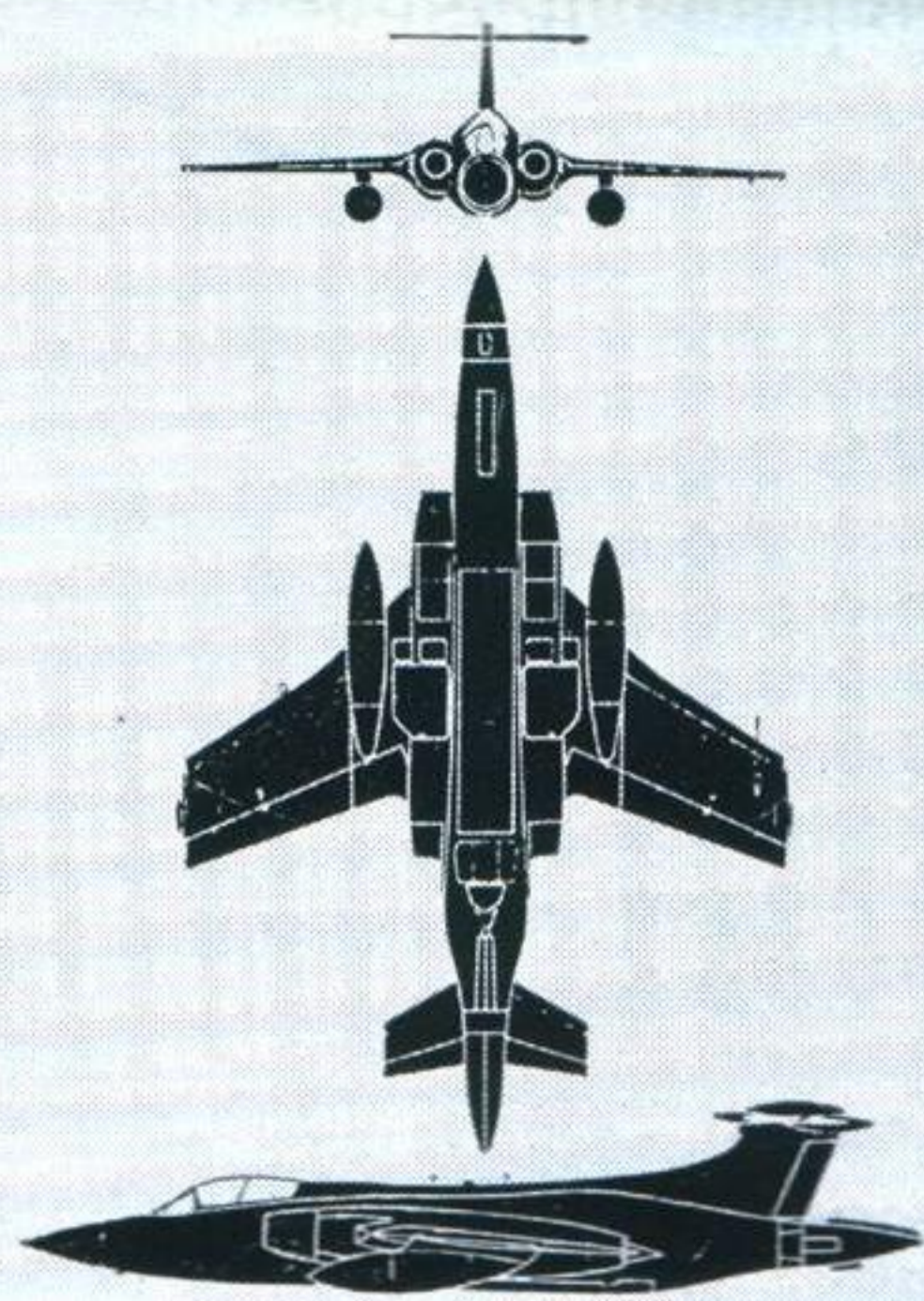


FITTER While the MiGs have been widely exported, the Fitter is almost exclusive to the Soviet Armed Forces in which it serves mainly as a ground attack fighter. Span 32 feet

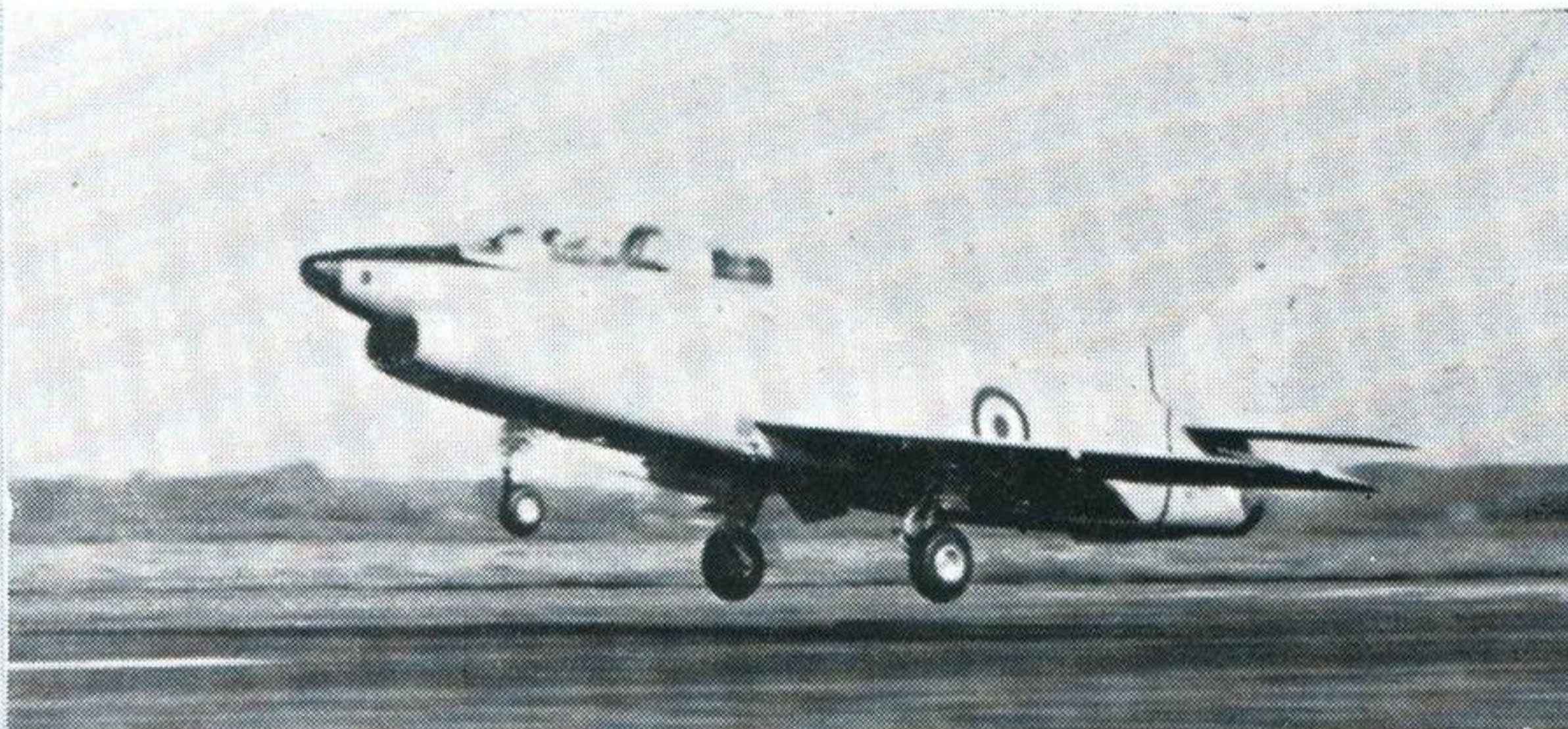


BUCKEYE Exclusive to the U.S. Navy as an all-through naval aviation trainer the original T-2A single-engined Buckeye (photo) is to be supplemented by a twin-engined T-2B (silhouette). Span 36-38 feet

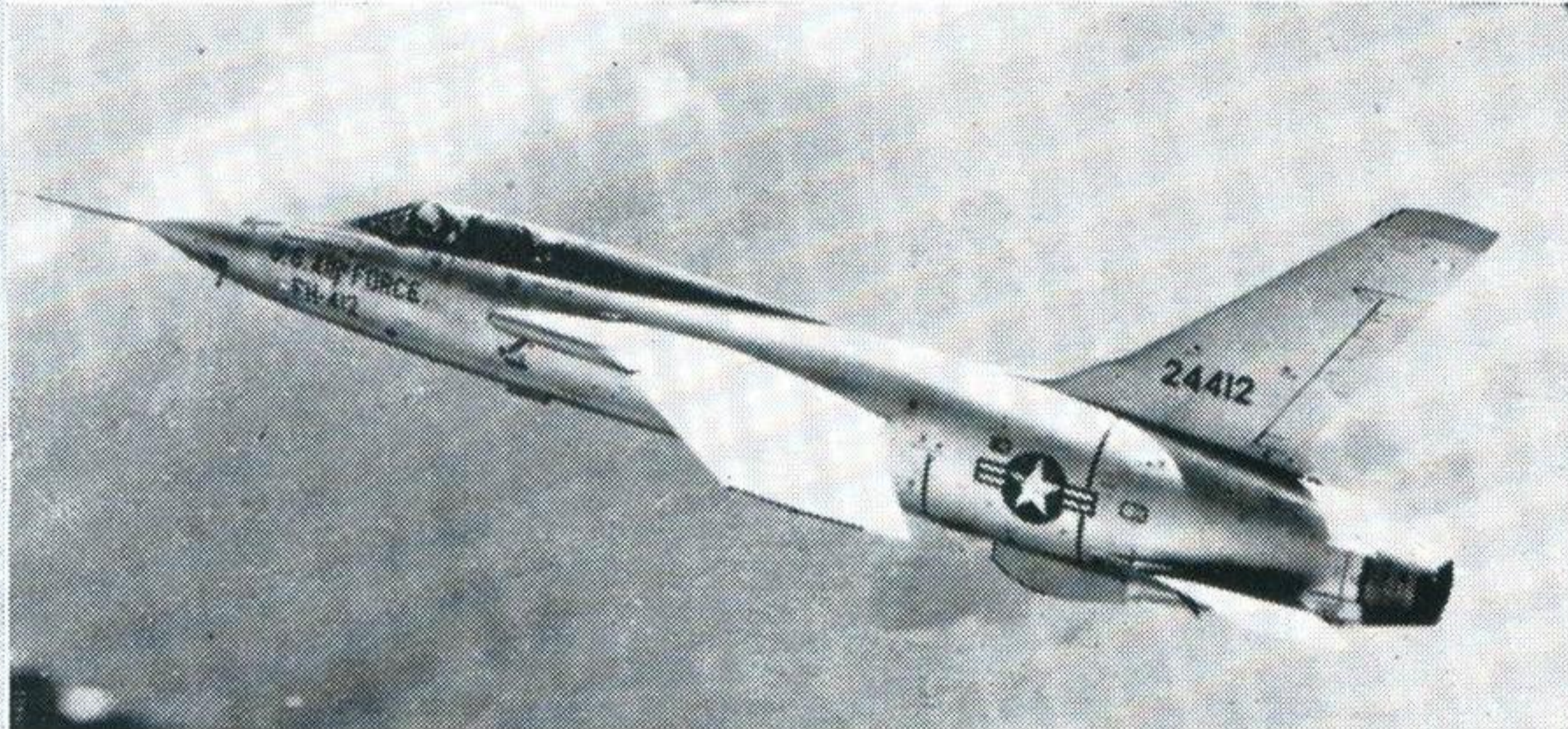
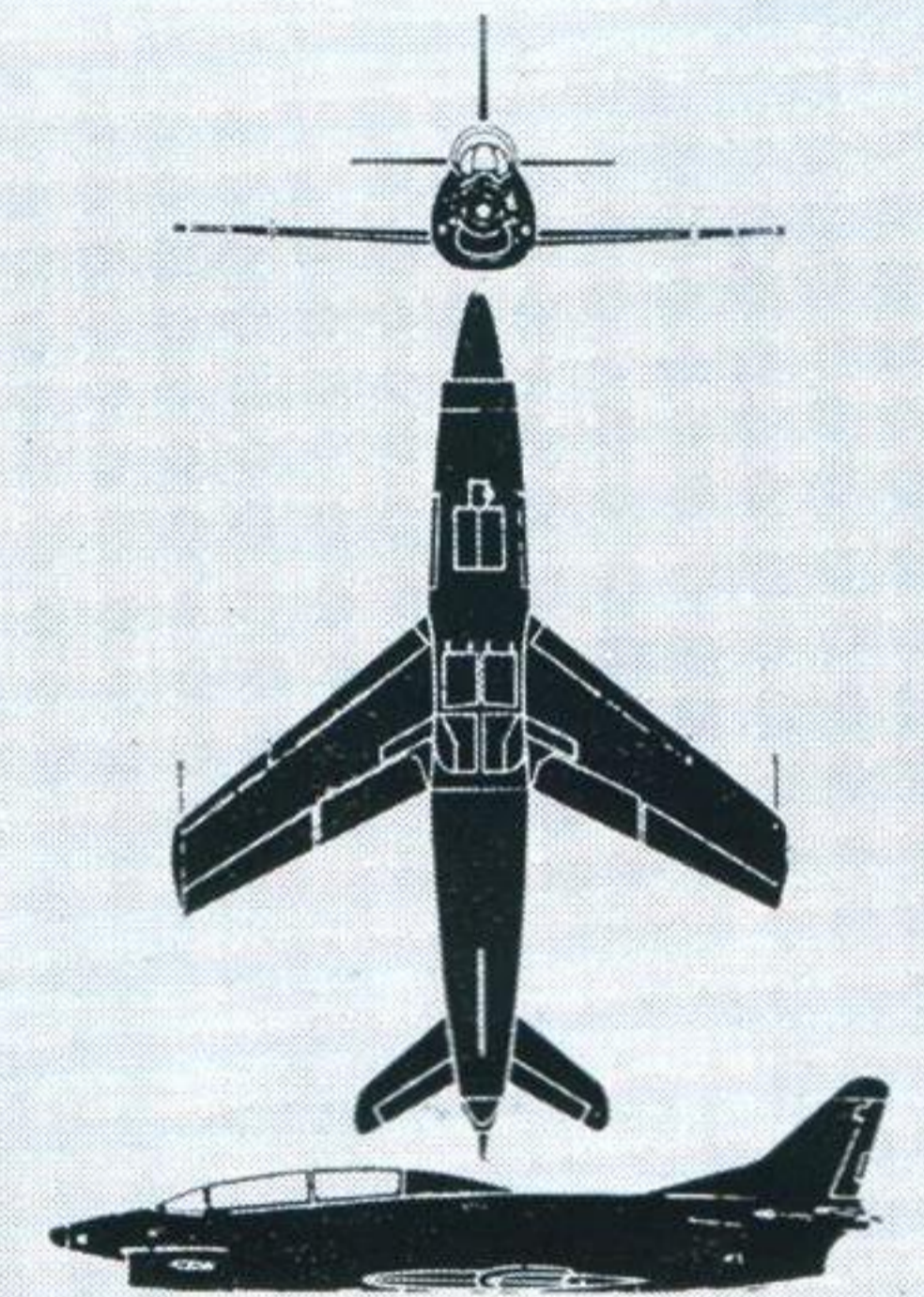




BUCCANEER Currently serving aboard Royal Navy carriers as a strike aircraft, the S.1 (depicted) will be supplemented by the more powerful S.2 version also ordered by the S.A.A.F. Span 42 feet



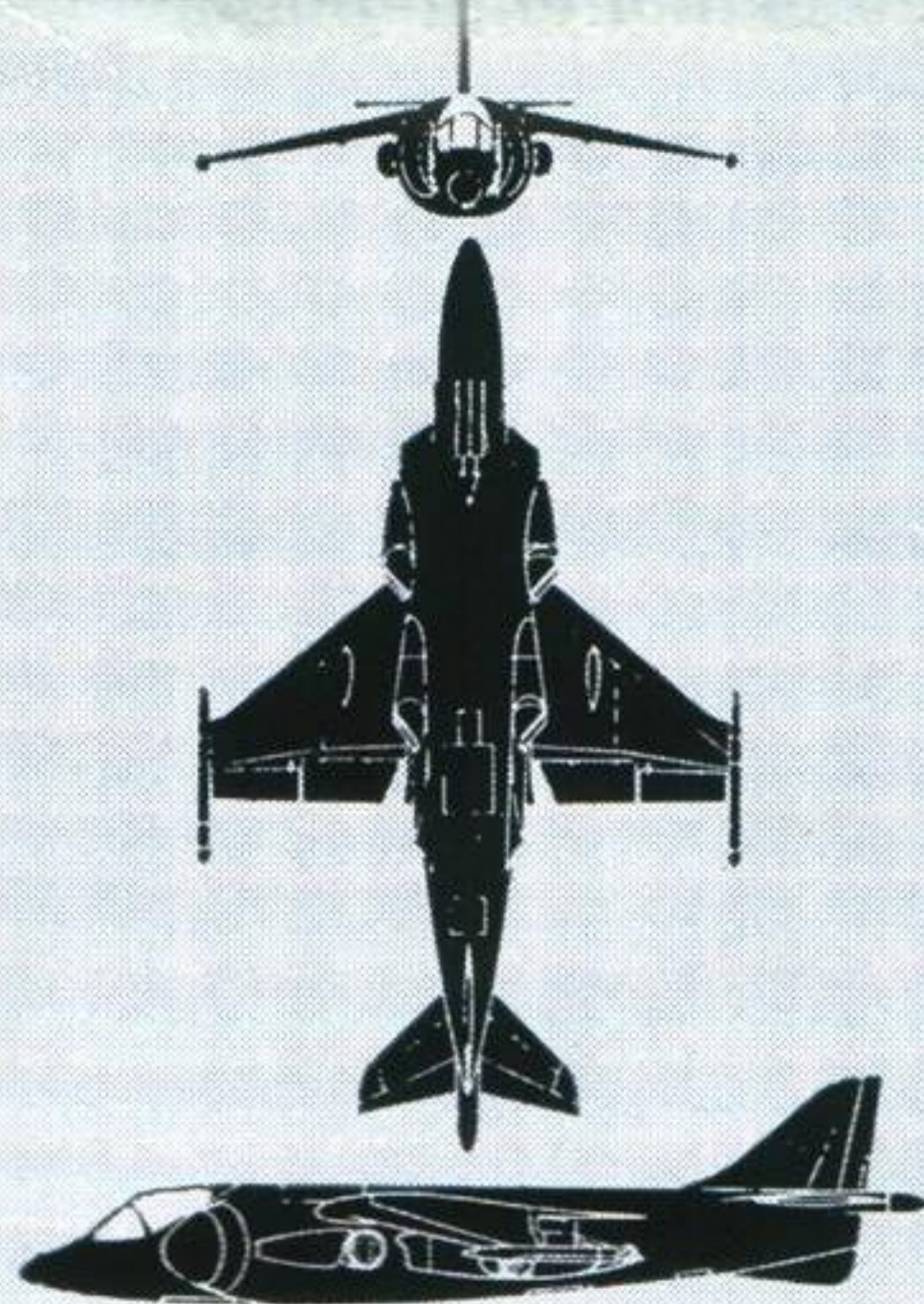
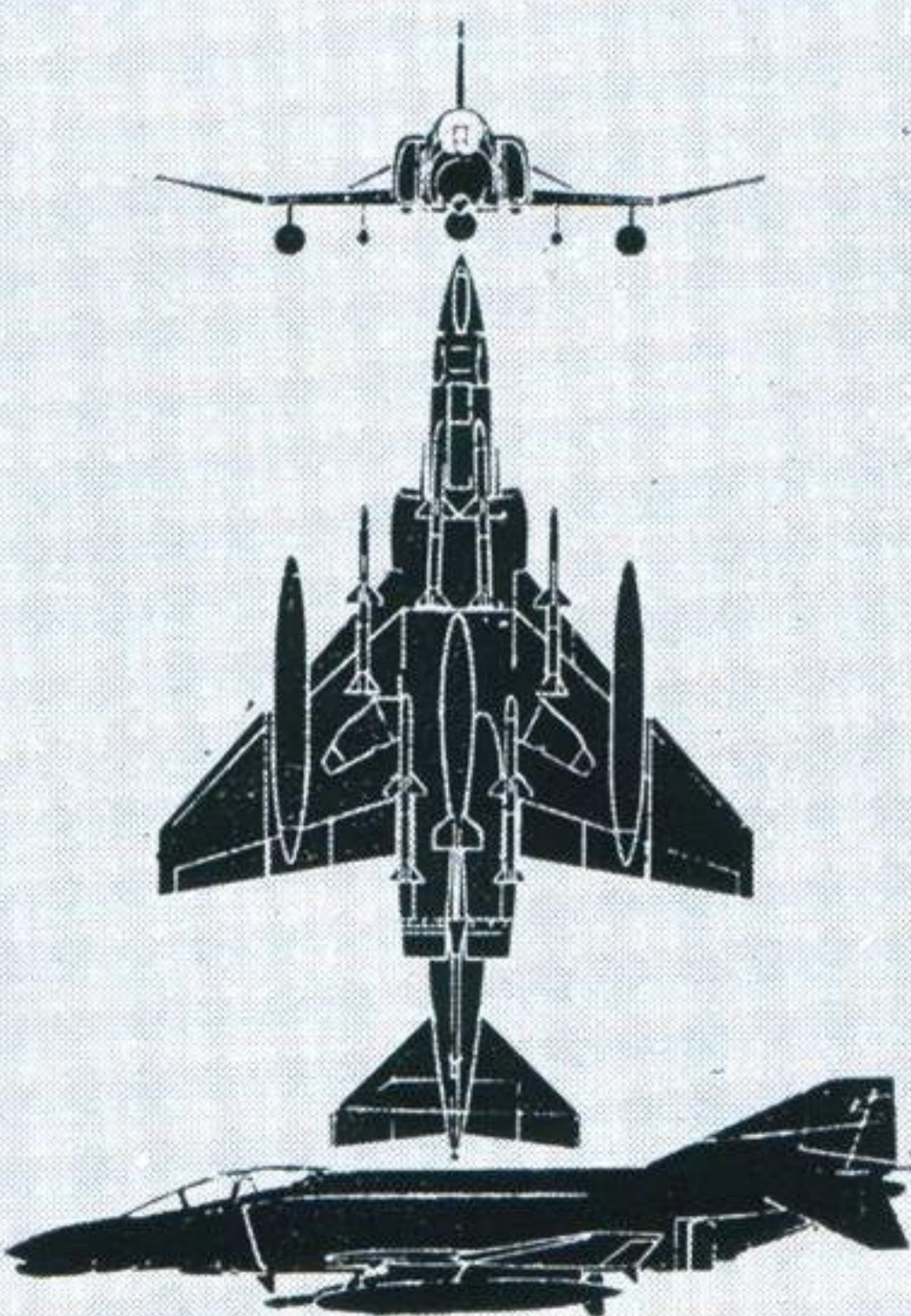
FIAT G91T This Italian-built advanced trainer with a Bristol-Siddeley engine is used by the Italian and Federal German Air Forces. Span 28 feet



THUNDERCHIEF As yet exclusive to the U.S.A.F., the main service versions of this strike fighter are the single-seat F-105D fighter and the two-seat F-105F trainer. Span 35 feet



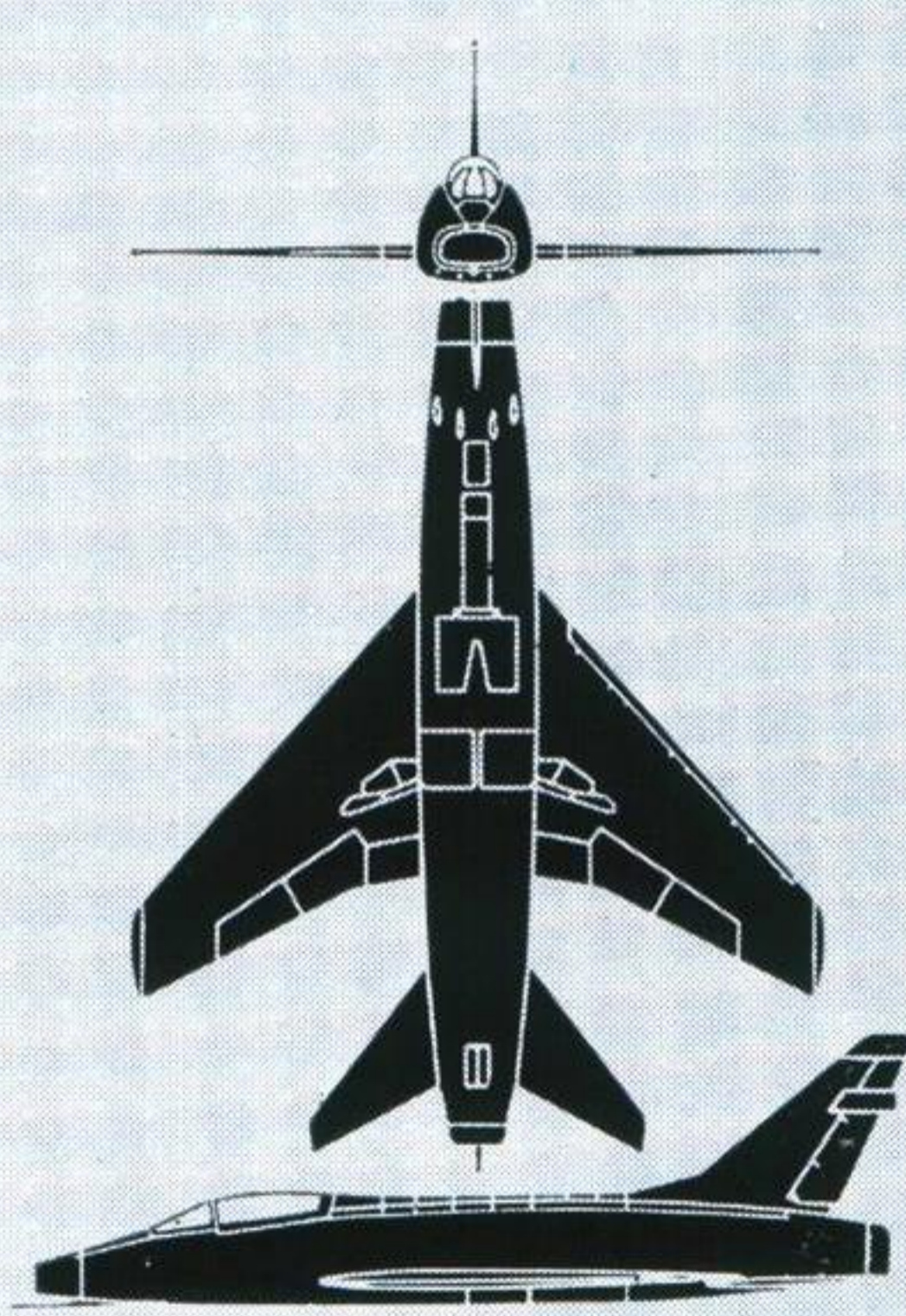
PHANTOM II For the first time the U.S.A.F. has adopted a U.S. Navy strike fighter as an interceptor fighter. This adaptable McDonnell aircraft is the F-4 in U.S. service. Span 38 feet



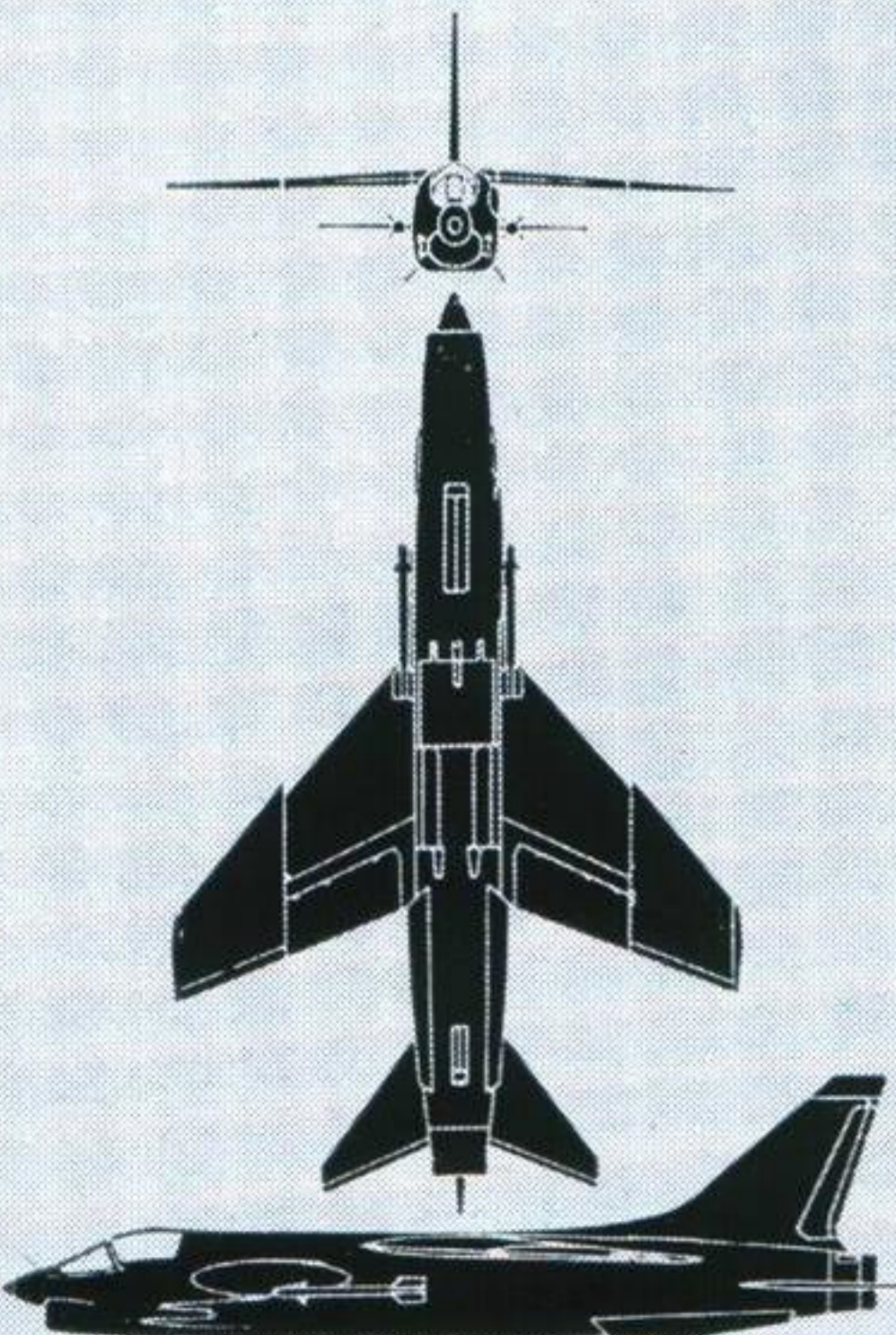
KESTREL FGA1 The Hawker P.1127 which is the Kestrel in the R.A.F. and XV-6A in the U.S. Army will go into German/American/British tripartite squadron service for evaluation later this year. Span 22 feet



FIAT G91 The Italian aircraft in Italian and Federal German service is produced in G91 fighter (as photo), G91 reconnaissance (see modified nose in silhouette view) and G91T trainer (opposite) versions. Span 28 feet



SUPER SABRE The U.S.A.F., Nationalist Chinese, French, Danes and Turks operate this fighter which serves in two versions, F-100D single-seat fighter bomber and F-100F two-seat operational trainer. Span 39 feet



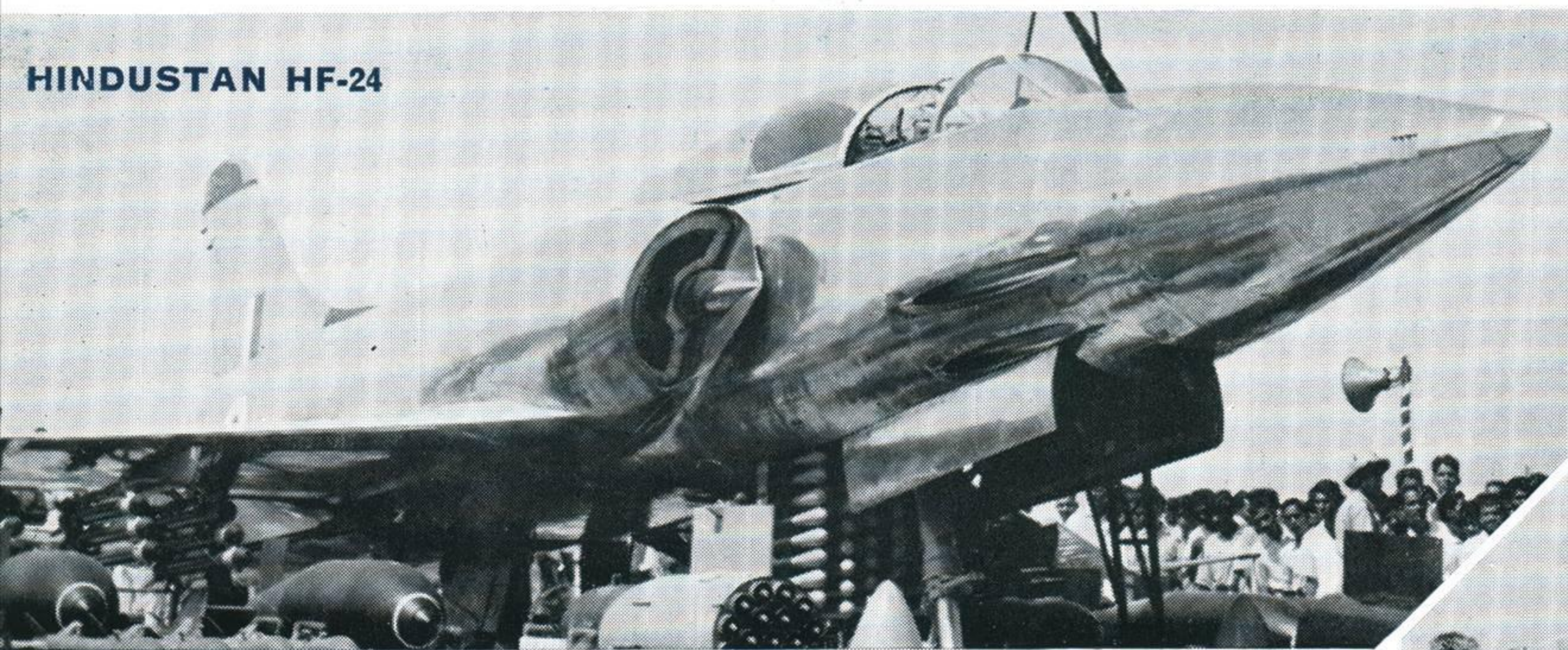
CRUSADER Apart from 24 supplied to the French Navy, the F-8 Crusader is exclusively a U.S. Navy aircraft. It is produced in several versions with variations mainly in the nose shape. Span 36 feet

Silhouettes for these and other types will follow in due course.

ANTILOPE



HINDUSTAN HF-24



BOLKOW 207



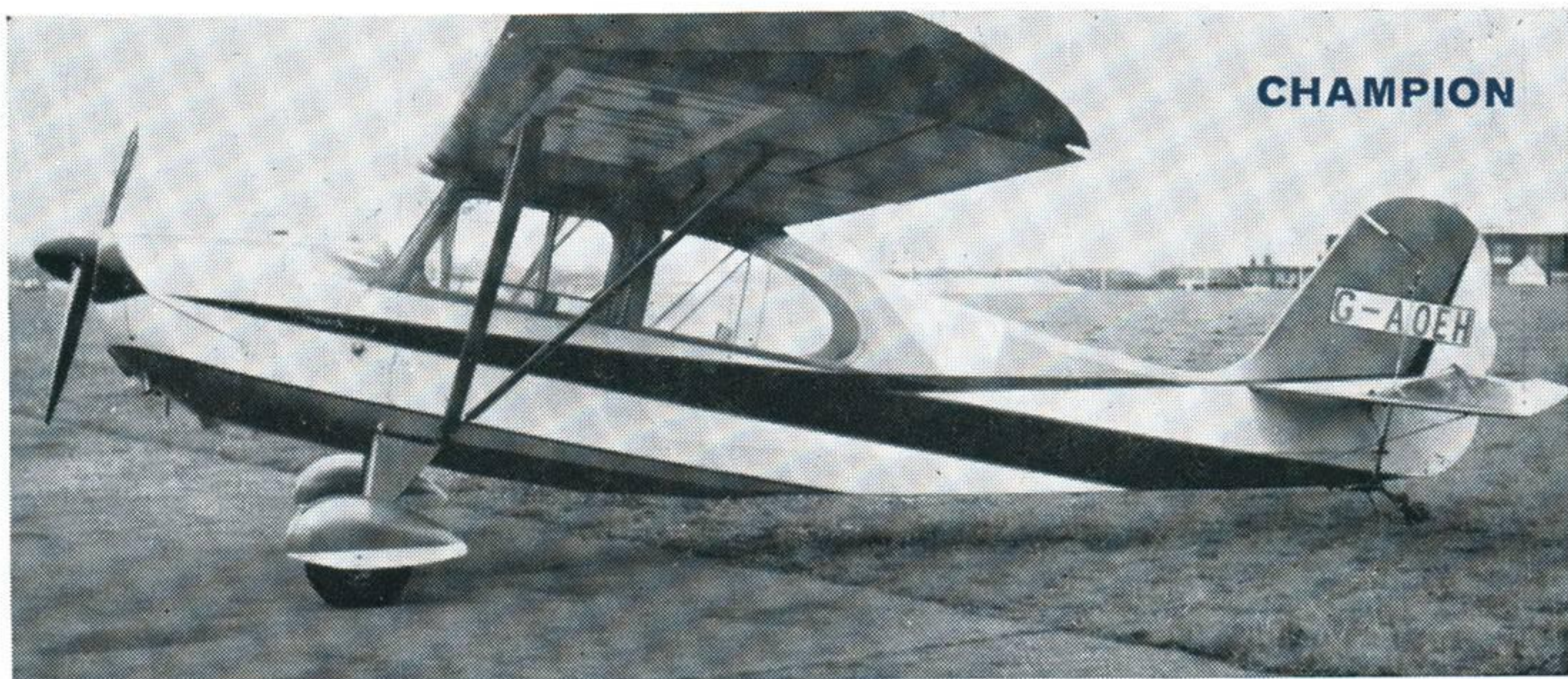
Hindustan HF-24 Designed and built in India for the Indian Air Force, the Hindustan HF-24 fighter displays its weapon capability.

Antelope French turboprop 5-seat tourer currently in production.

Bolkow 207 German 4-seat touring, glider tug and trainer of which over one hundred have been built.

Champion The former Aeronca Champion has been produced by the new Champion Aircraft Corporation of America with a number of variations in wingspan and cabin arrangement according to version.

CHAMPION



Super Courier U-10A of the U.S.A.F. the Super Courier is a 5-seat liaison aircraft suitable for COIN roles.

Flamingo The Simmering-Graz-Pauker M-222 Flamingo is an Austrian 4-5 seat cabin monoplane. Wingtip tanks are optional.

King Air A re-designed Beech Queen Air with pressurised cabin and turboprops has been named King Air.

Learstar Development of the Lockheed Lodestar using original Lockheed Type 18 airframes.

Super Cub Piper Super Cubs in civil and military use—with an agricultural rig and in Danish service.

SUPER COURIER



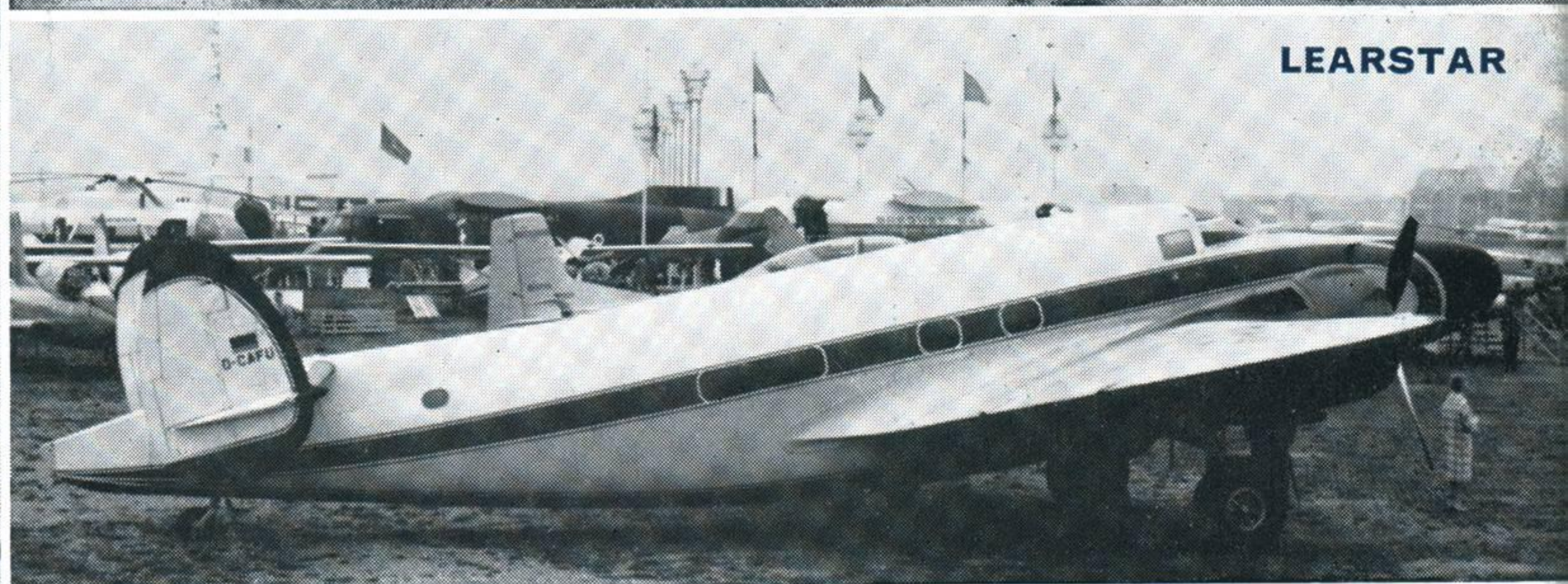
FLAMINGO



KING AIR



LEARSTAR



SUPER CUB

