

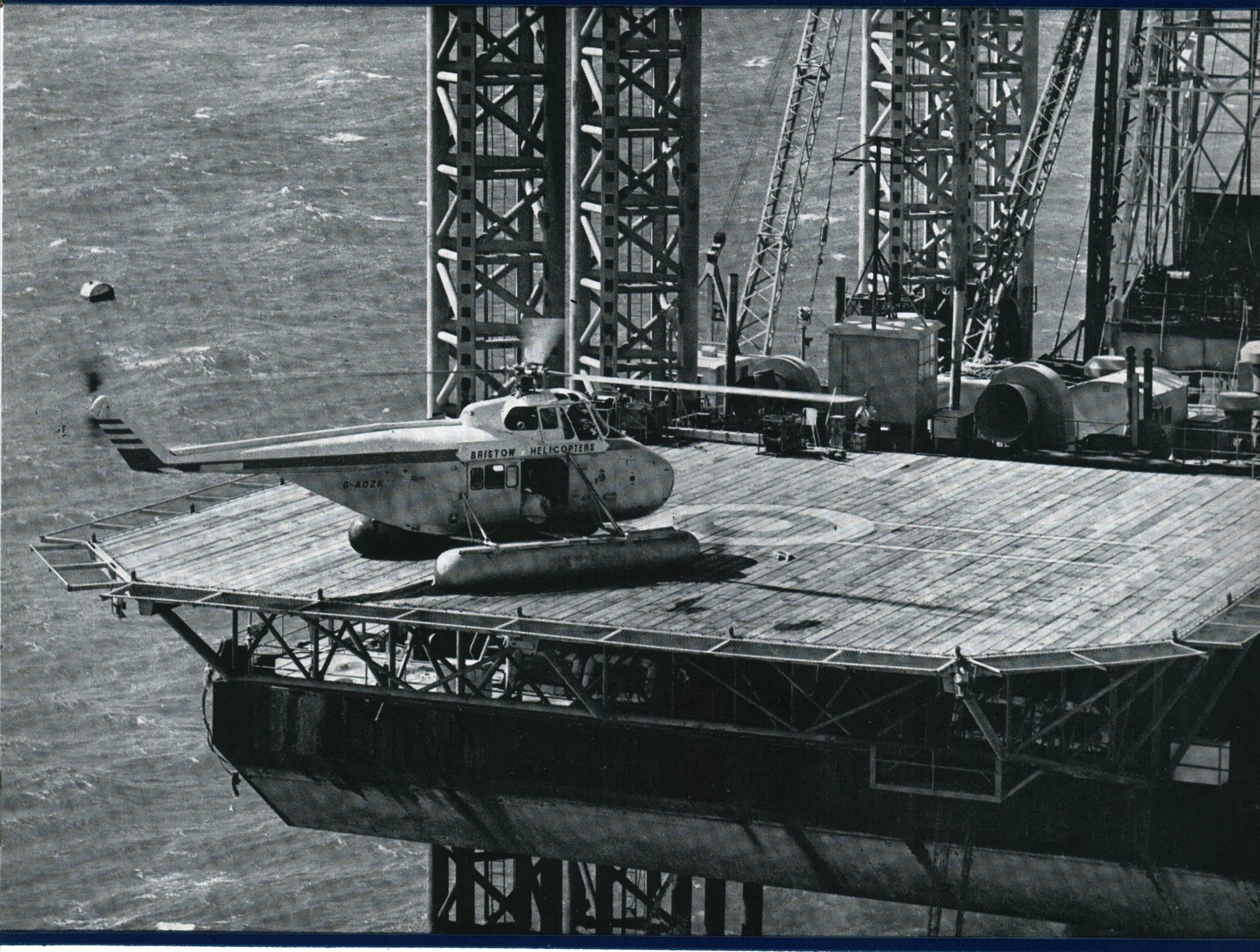
THE ROYAL



OBSERVER CORPS

RECOGNITION

Journal
THE R.O.C. GAZETTE



Volume 7 MAY 1965 No. 5

Part 3 AIRCRAFT SILHOUETTE EDITION



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 Three of four issues covering all major types currently flying at the time of preparation—January 1965. The June edition will contain the final part of the reference issues, together with an index for the combined reference sections.

Looking back

The *Journal* is not an ephemeral monthly review but a "paper" synthetic trainer. For this reason back copies from January 1959 are held at Air Publications and Forms Store, Kidbrooke, for you to demand through normal publications channels. Not all the trainers remain current as things change and aircraft not least, but it is surprising just how much past material has a present application.

This issue will go to press in April 1965. To make the point about old material remaining current we have gone to the extreme of picking up a copy precisely twenty years old; the April 1945 edition of *Aircraft Recognition—The Inter-Services Journal* as this *Journal* was then known. This is delving into history to the Second World War, before a number of sailors, soldiers, airmen and observers currently serving were born. Is this going too far?

The front cover of this April 1945 edition was the Invader. Yes, the Invader currently used by the Indonesian Air Force, the aircraft type of which the U.S.A.F. has 40 on order for a counter-insurgency role and which converted for executive use flies now in the U.S.A. as the Marksman and Marketeer.

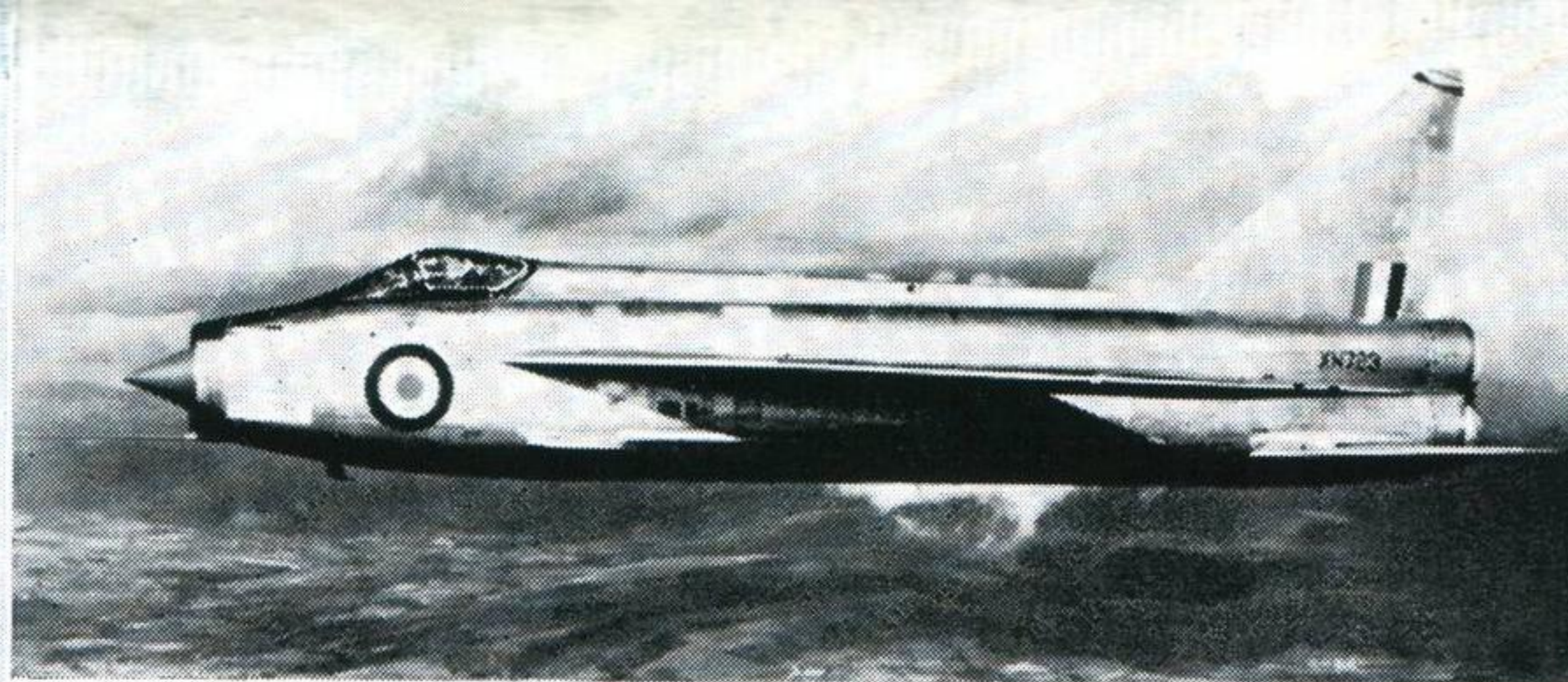
The centre-spread of that April 1945 issue was of the Dakota, then the most widely used transport aircraft in the World. What is the most widely used transport aircraft in the world today, twenty years later? The same Douglas DC-3 Dakota!

Topping the editorial page of this historical issue was the Expeditor, even then a veteran design for the first Beech 18 Expeditor flew way back in 1937. When did this Model 18 go out of production. The answer is that it didn't! Over 9,000 have been built and as the Super 18 with refinements this model is still in production.

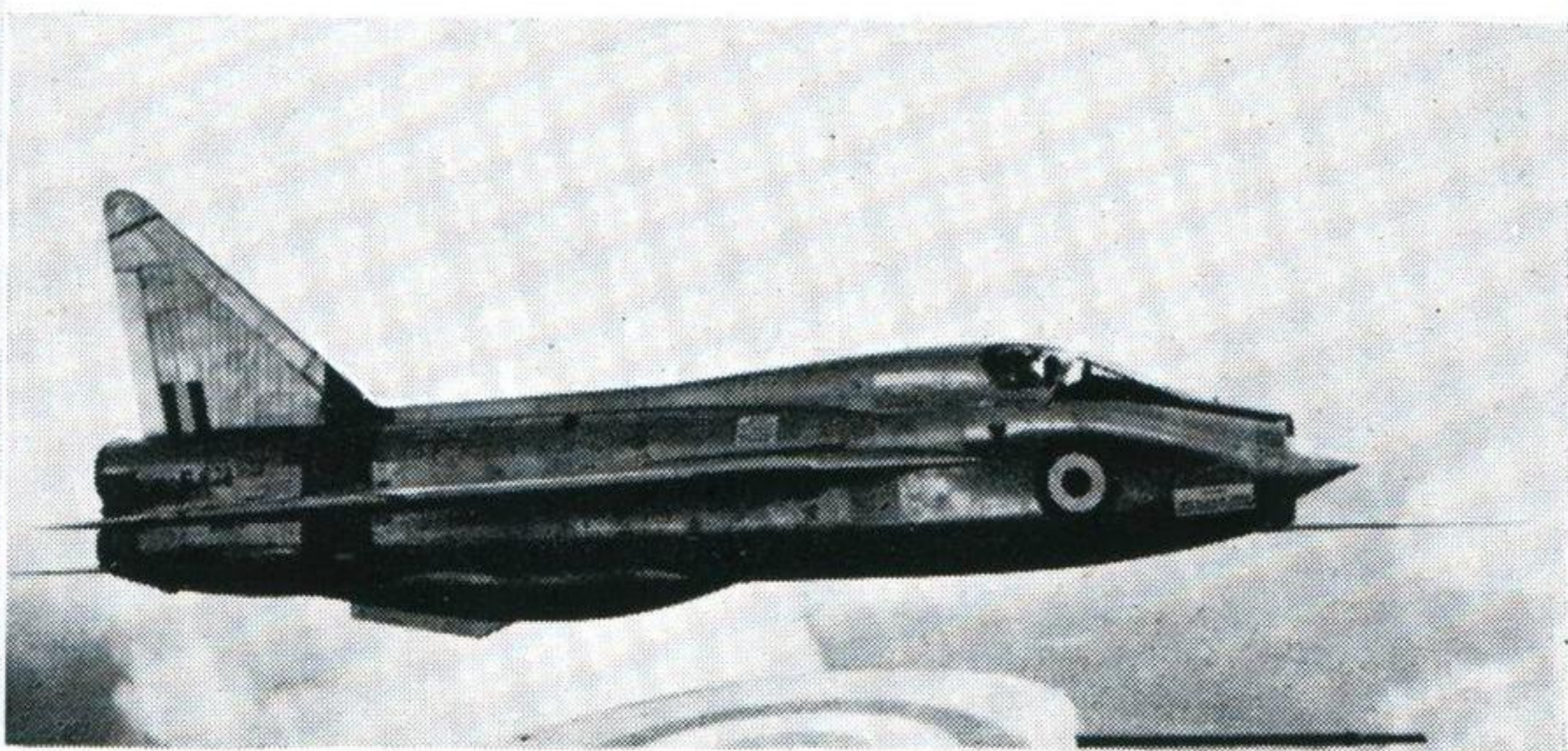


Other aircraft appearing in this old wartime *Journal* were the Mustang (still in service in some Forces including Indonesian), Piper Cub (built in its thousands and still used in its hundreds) and the C-97 Stratofreighter still in use by the World's largest air force—the U.S.A.F.

In view of the content of this twenty-year-old *Journal*, dare anyone suggest that the content of the *Journals* held in store from 1959 would not be of current training value? We think not.



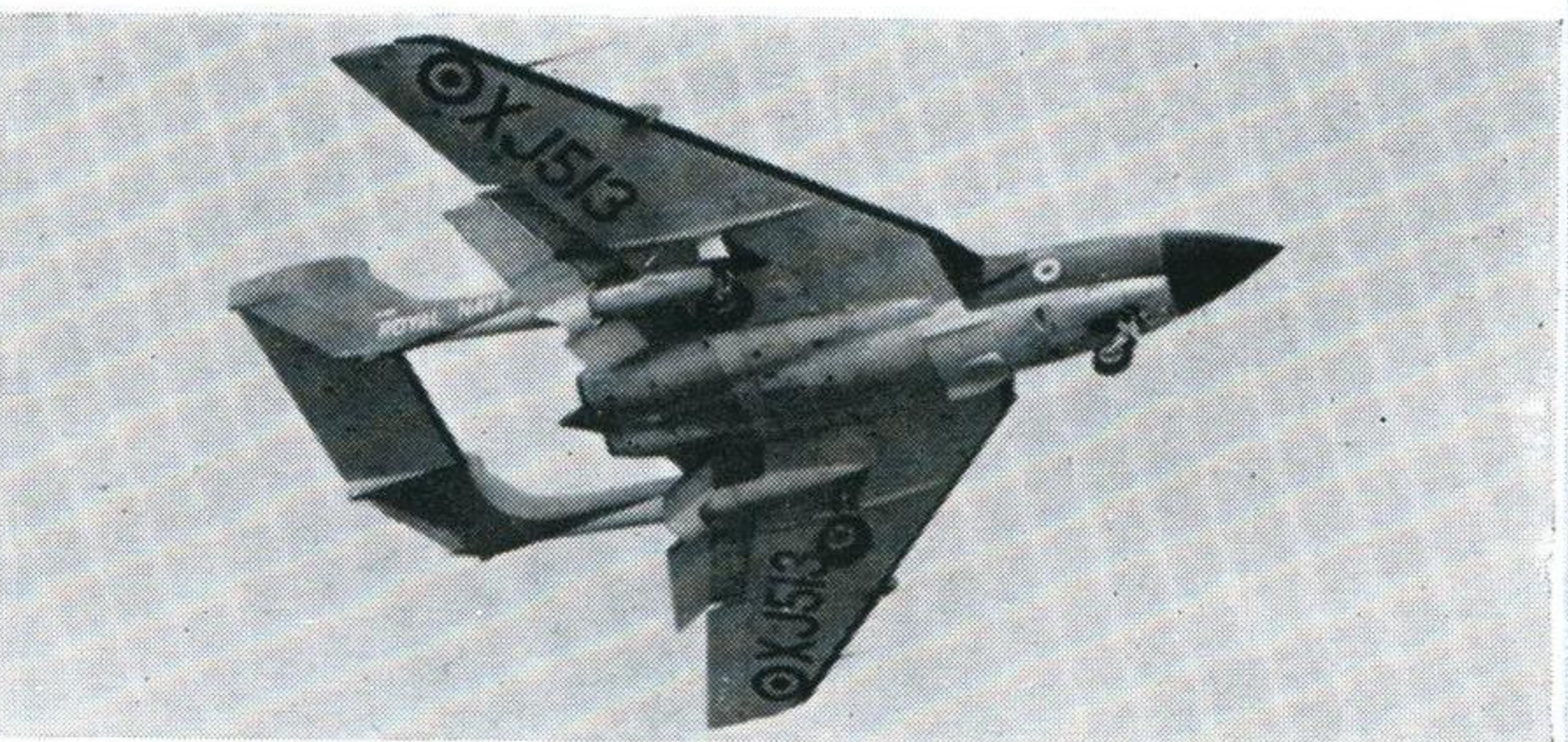
LIGHTNING F.1/2 Representative of the F.1 and F.2 marks of R.A.F. Fighter Command, the Lightning is normally fitted with a faired under-fuselage auxiliary fuel pack. Span 35 feet



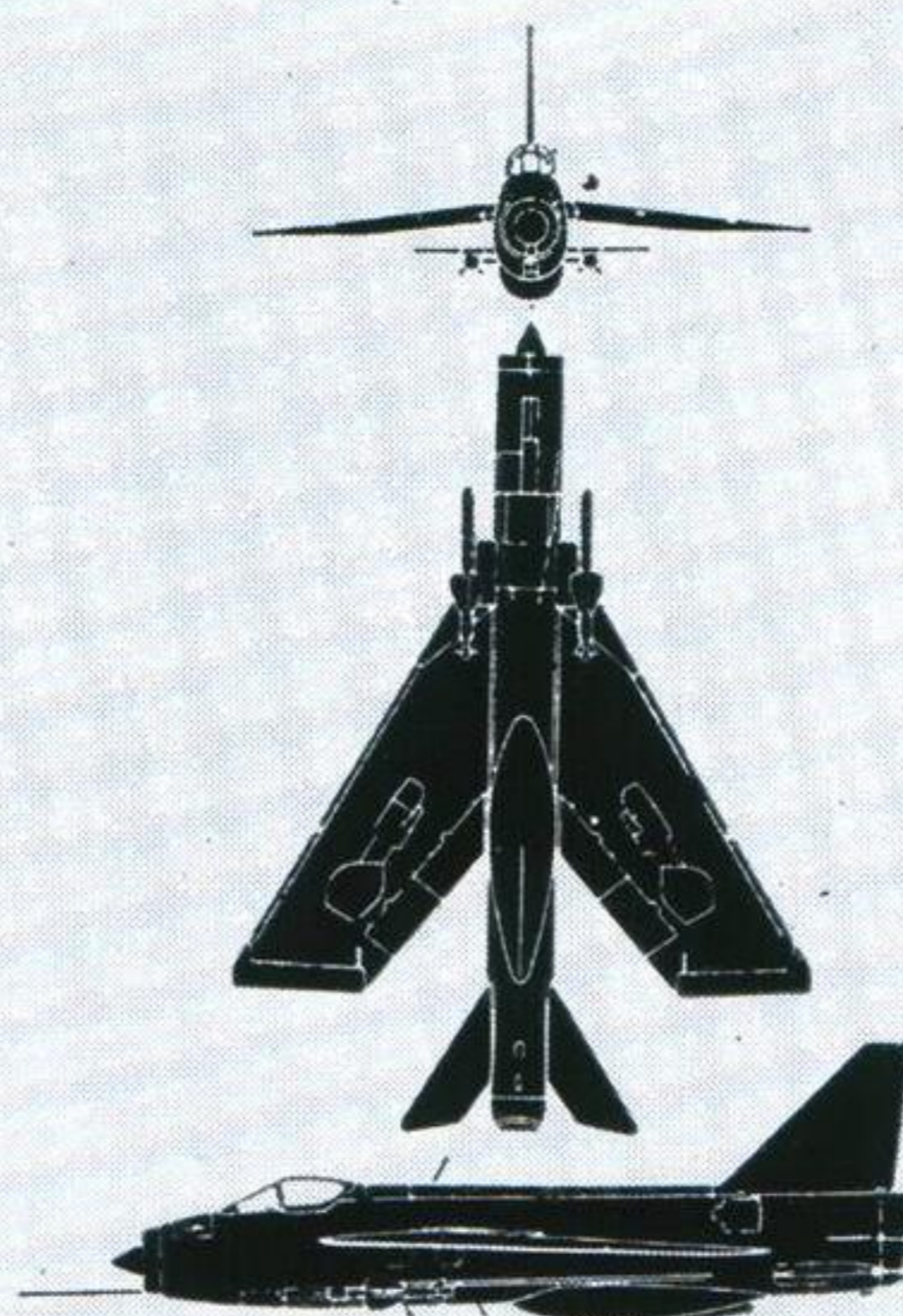
LIGHTNING T.4 Two-seat side-by-side version of the Lightning F.2. A similar trainer based on the F.3 is designated T.5. Span 35 feet



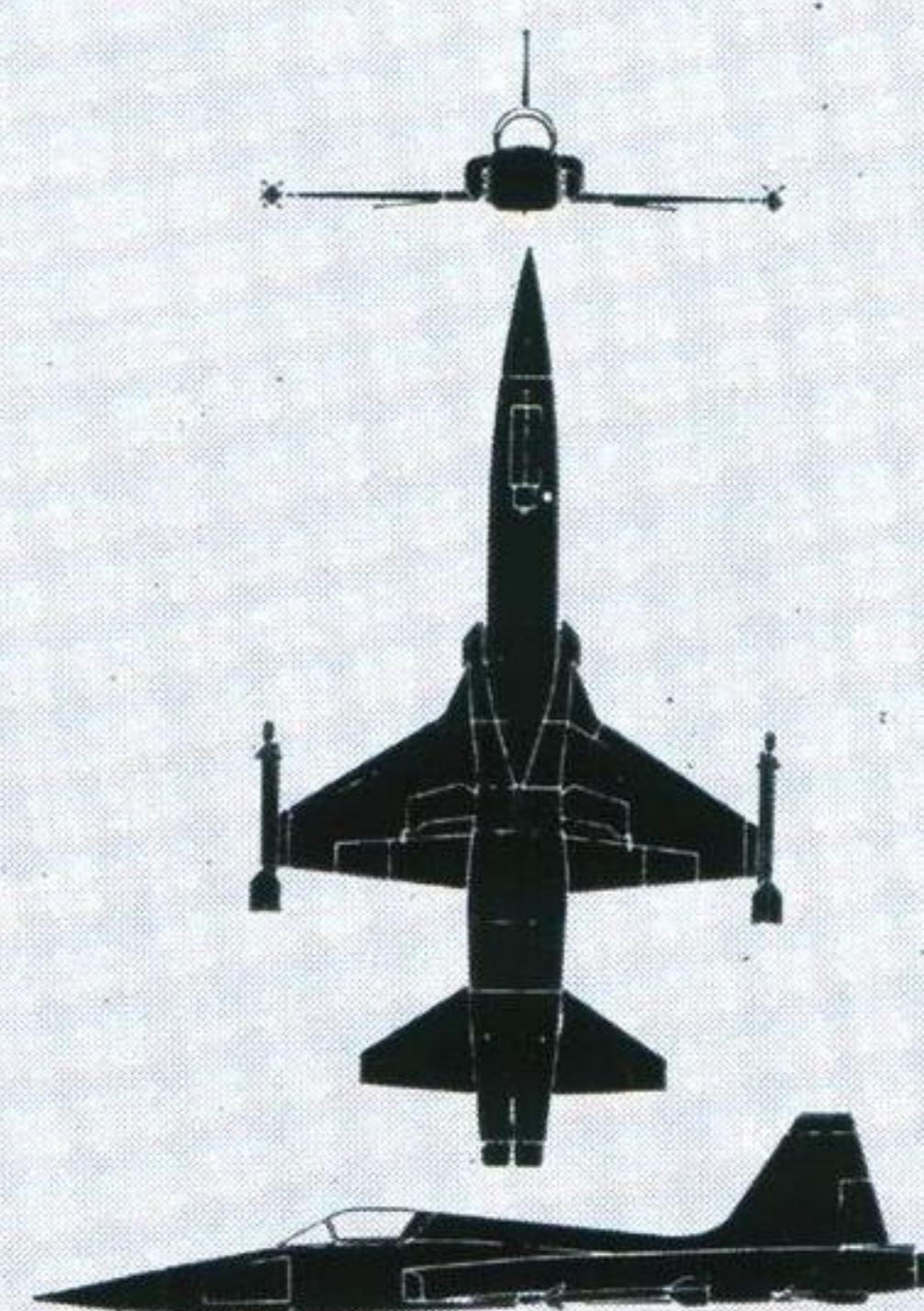
TALON Twin-jet trainer for the U.S.A.F. as the T-38, the Talon is in large-scale production. Span 25 feet



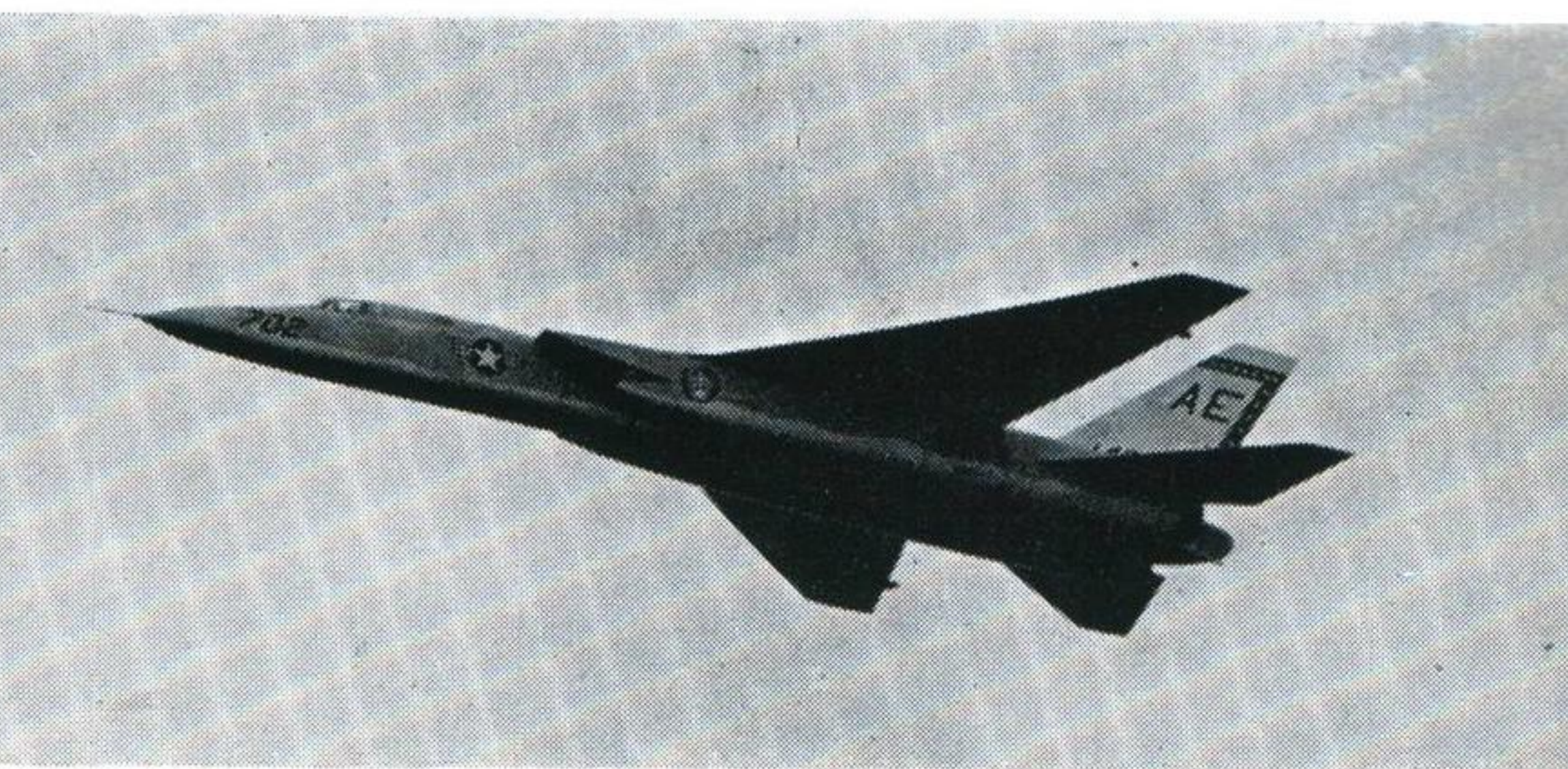
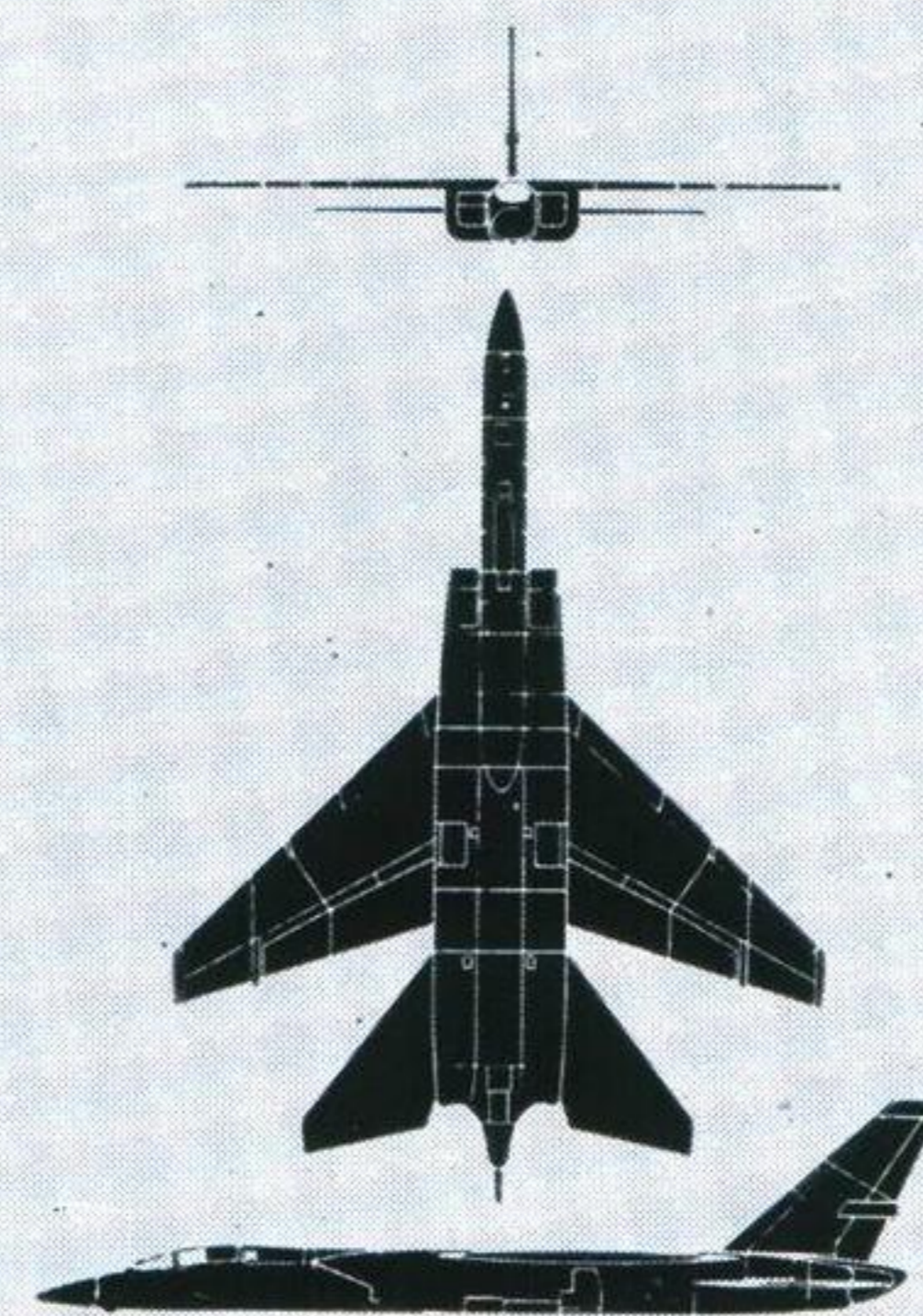
SEA VIXEN All-weather fighter exclusive to the Royal Navy, in F.A.W.1 and F.A.W.2 versions of similar basic configuration. Span 50 feet



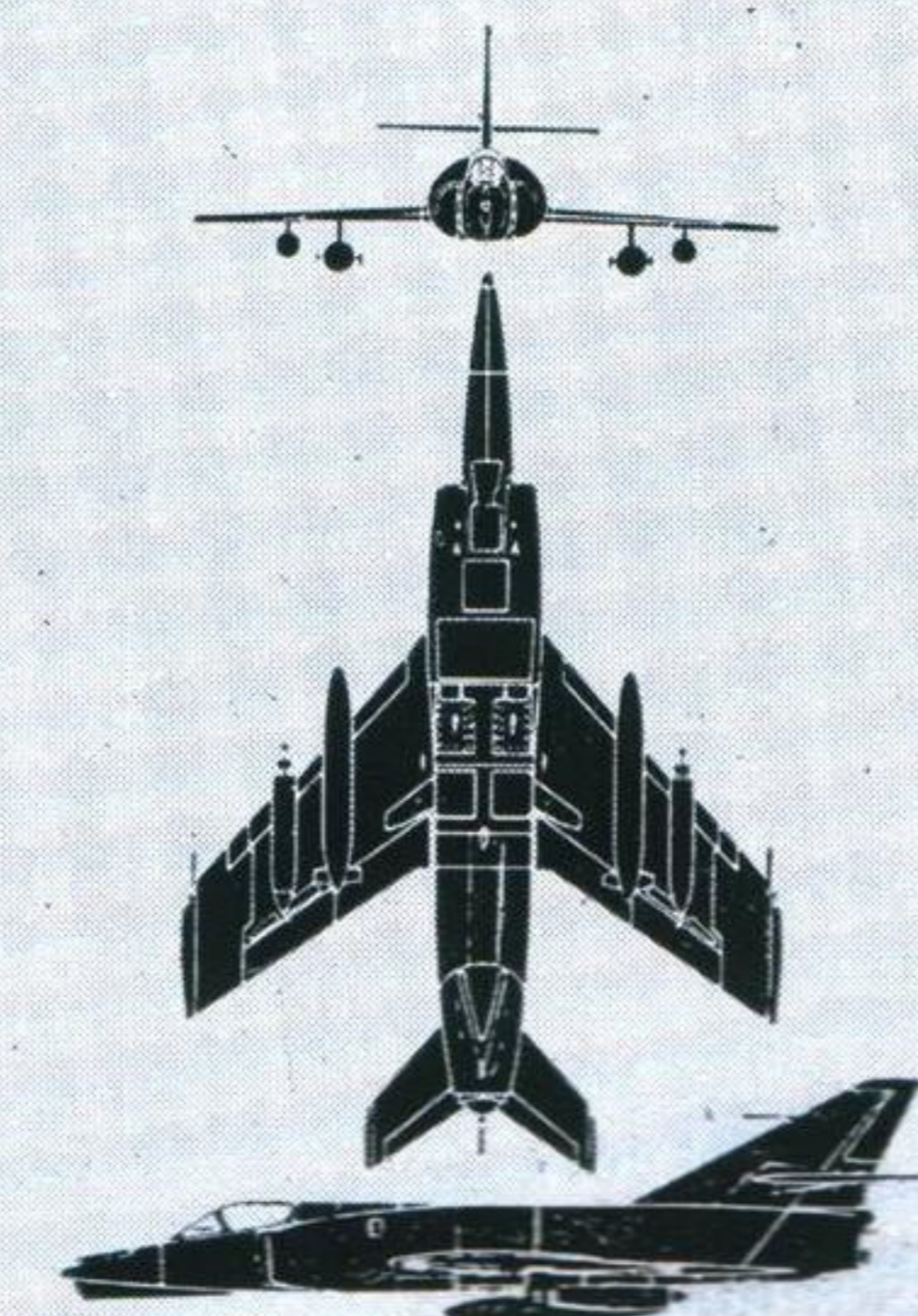
LIGHTNING F.3 Latest of the squadron service versions of the Lightning, the F.3 features a cambered wing (not as example shown), introduced in production, and a different fin shape. Over-wing auxiliary fuel tanks can be carried. Span 35 feet



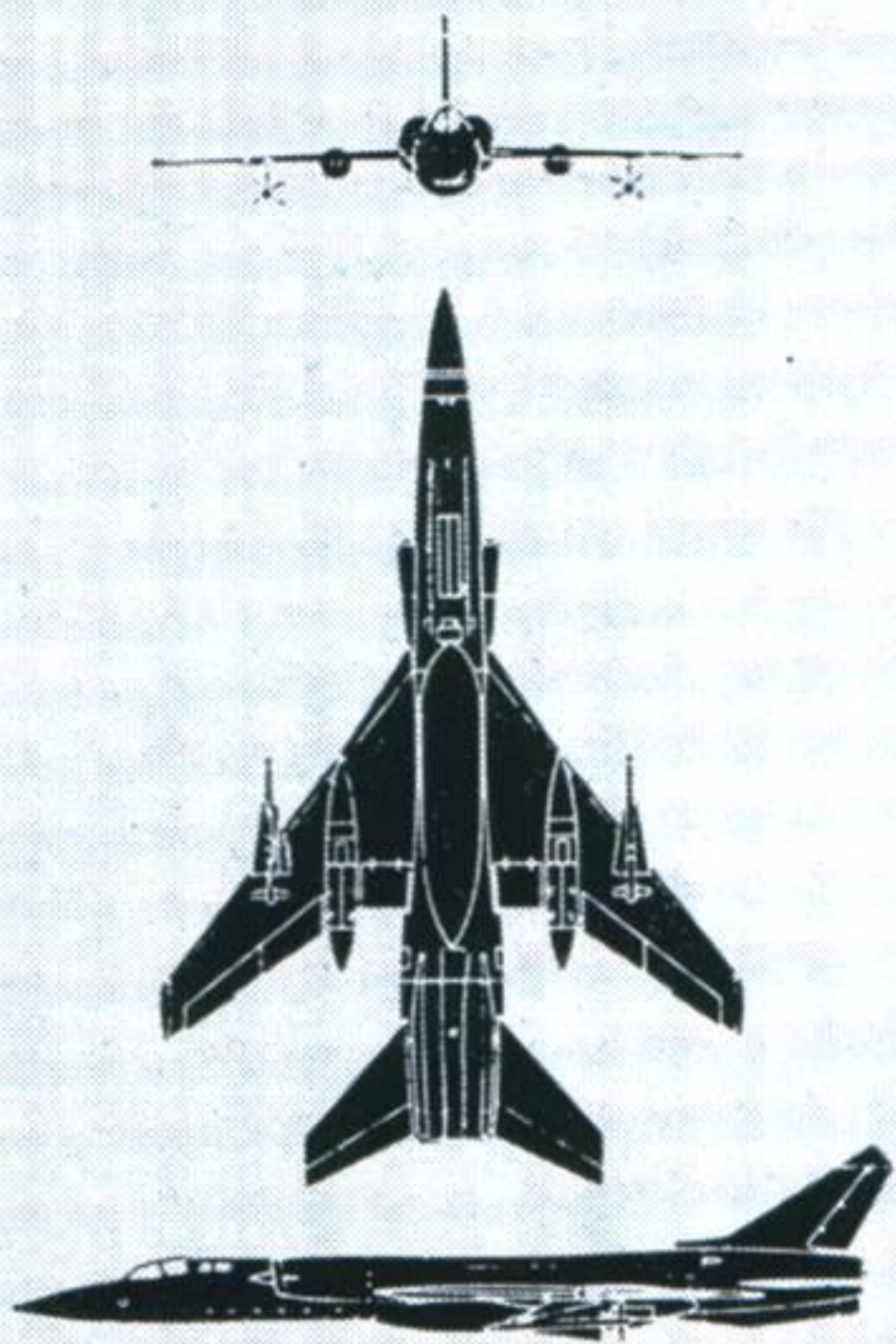
FREEDOM FIGHTER Ordered by the U.S.A.F. primarily for supply to allies and friendly nations, the Freedom Fighter is produced in F-5A single-seat fighter and F-5B two-seat fighter/trainer versions. Span 25 to 26 feet



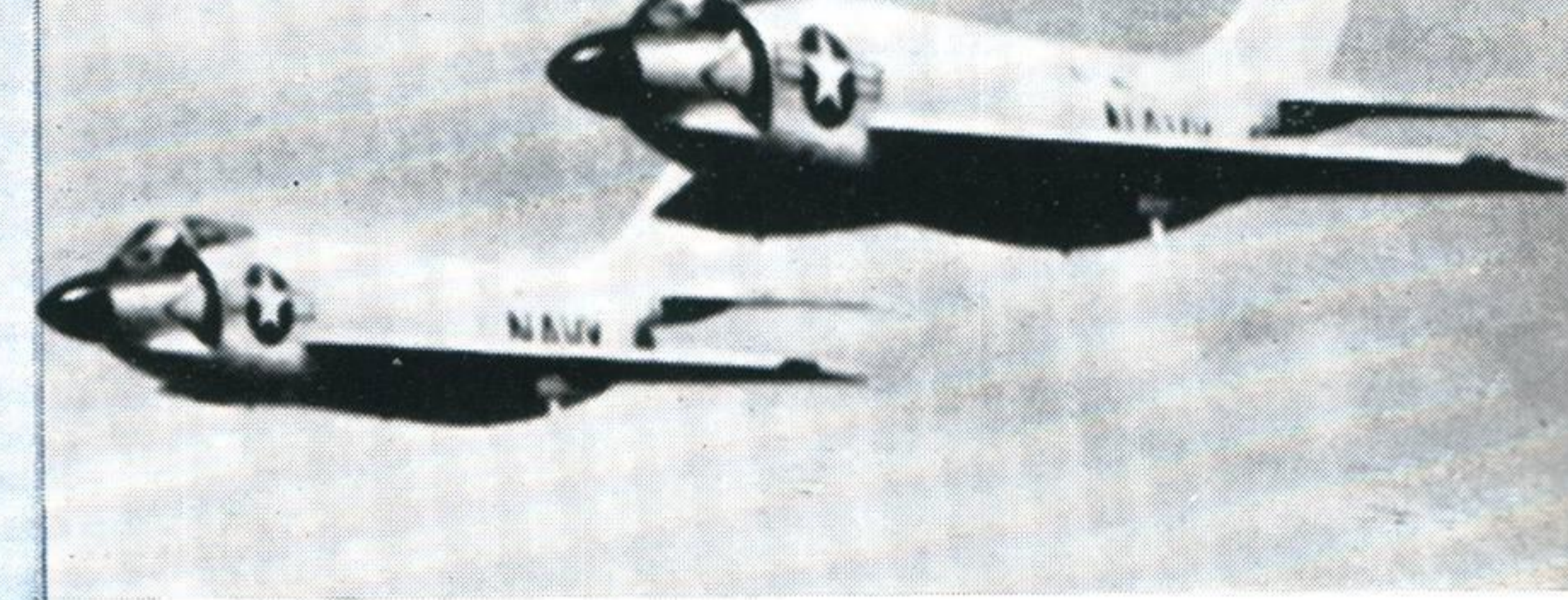
VIGILANTE The U.S. Navy's A-5 Vigilante is in service in three main versions with minor differences in forward fuselage shape. Span 53 feet



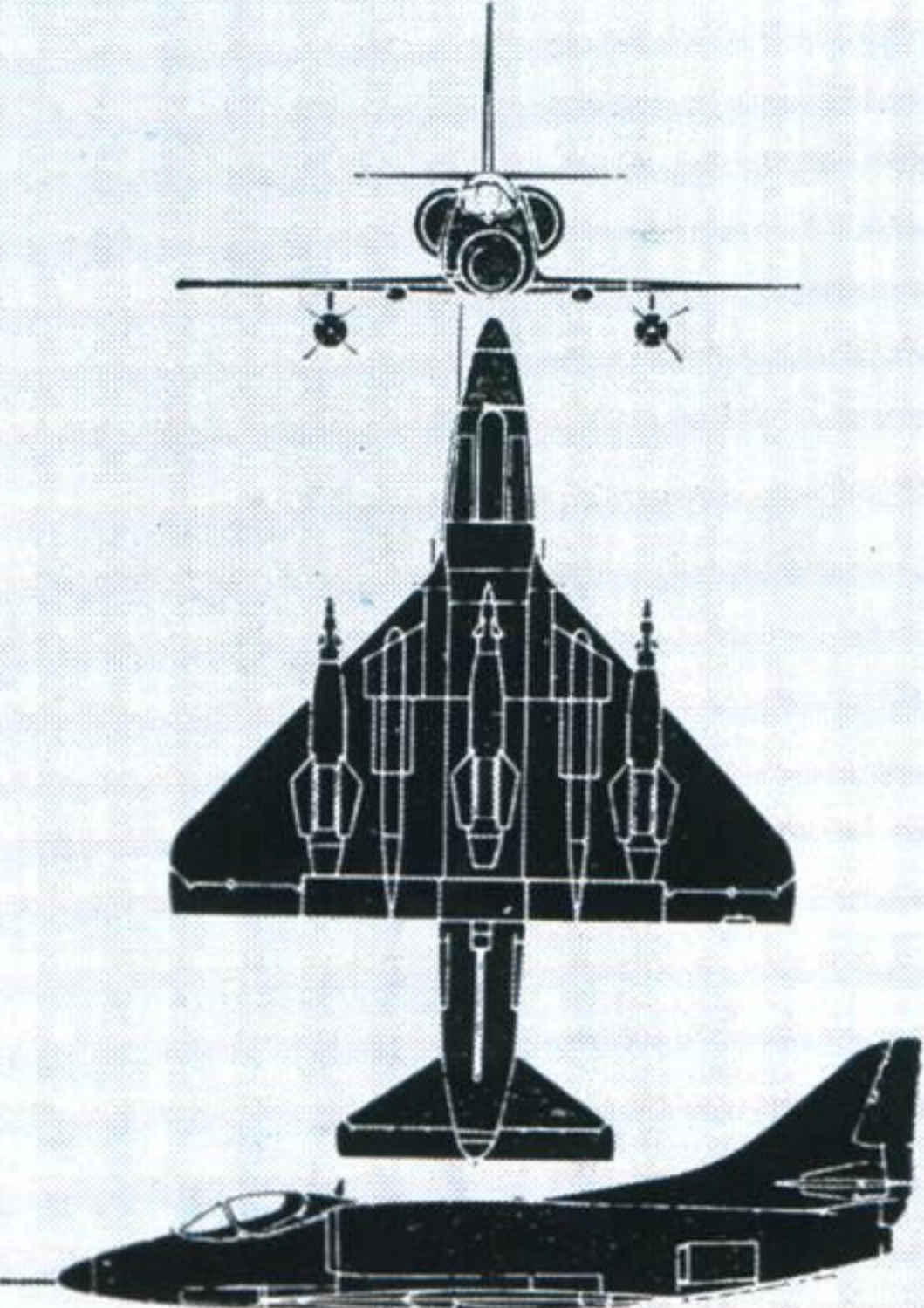
ÉTENDARD IV-M The French Navy's Dassault IV-M interceptor/close support fighter may be seen with slight nose variations as shown. The IV-P reconnaissance version has a nose refuelling probe. Span 31 feet



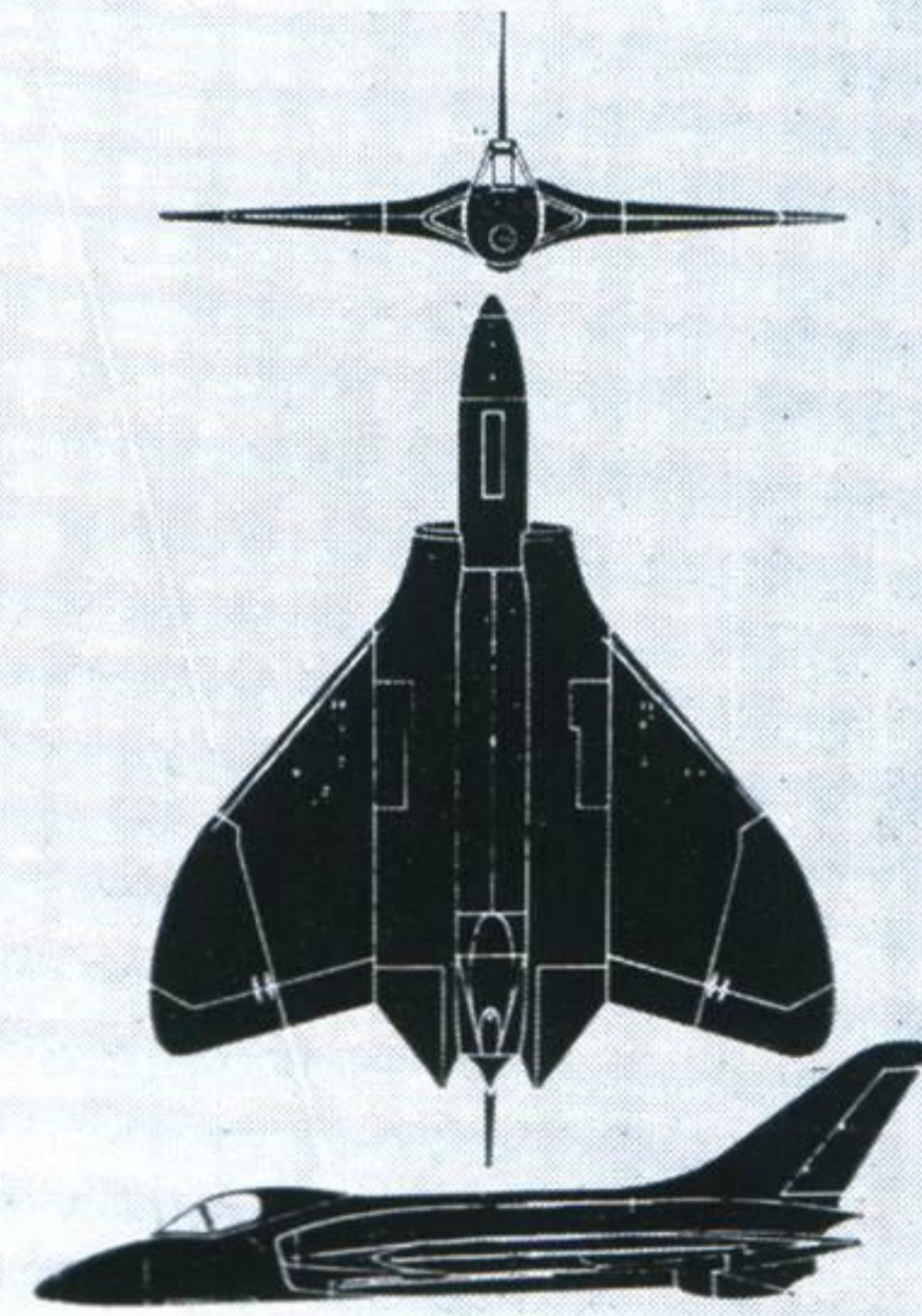
FIDDLER Russian twin-jet interceptor which appears to be a development of Backfin now apparently superseded. Wing-mounted Ash air-to-air missiles can be carried. Span 72 feet (approximately)



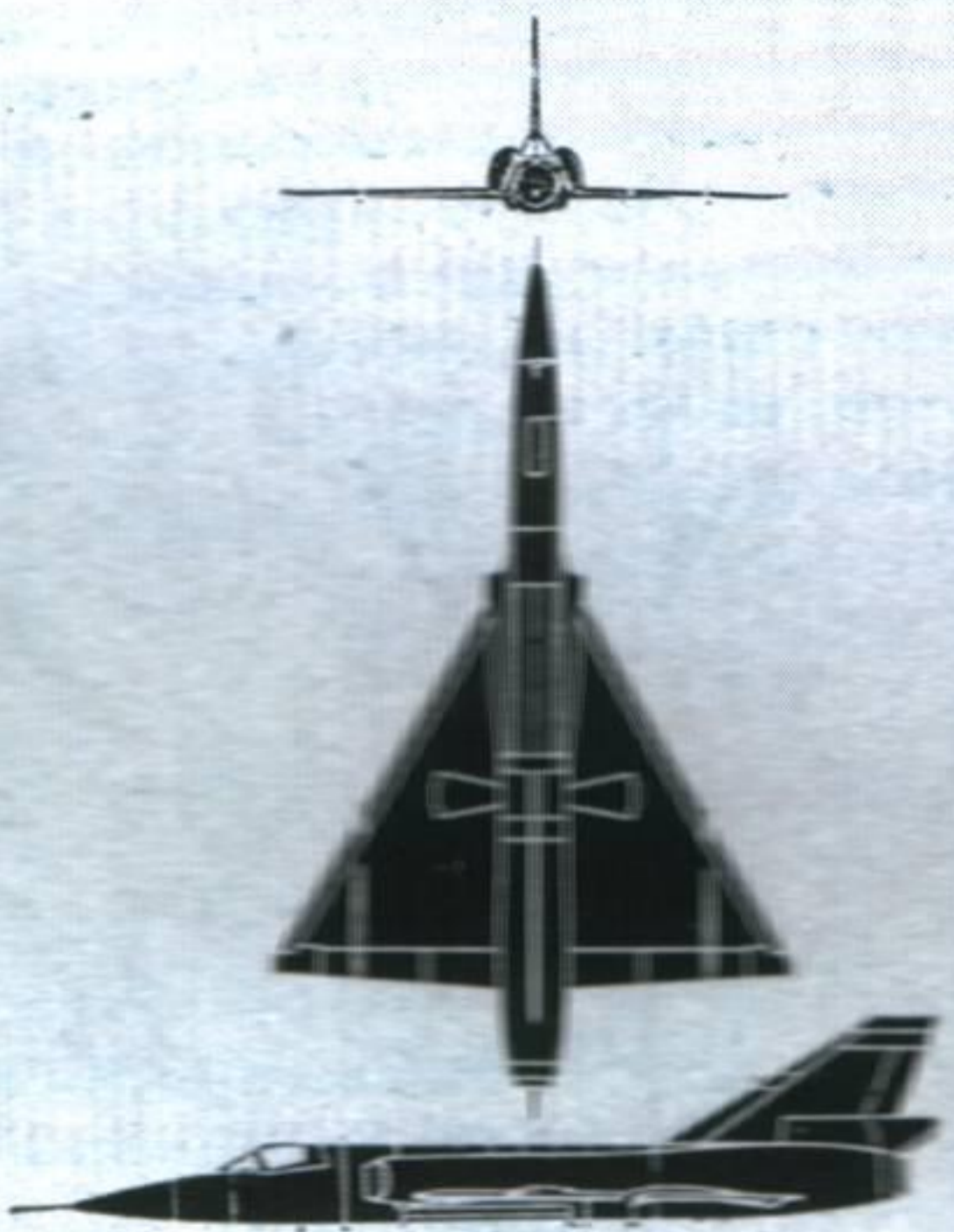
DEMON U.S. Navy fighter of the mid-'fifties of which a number are in reserve units with the designations F-3B, MF-3B, F-3C. Span 35 feet



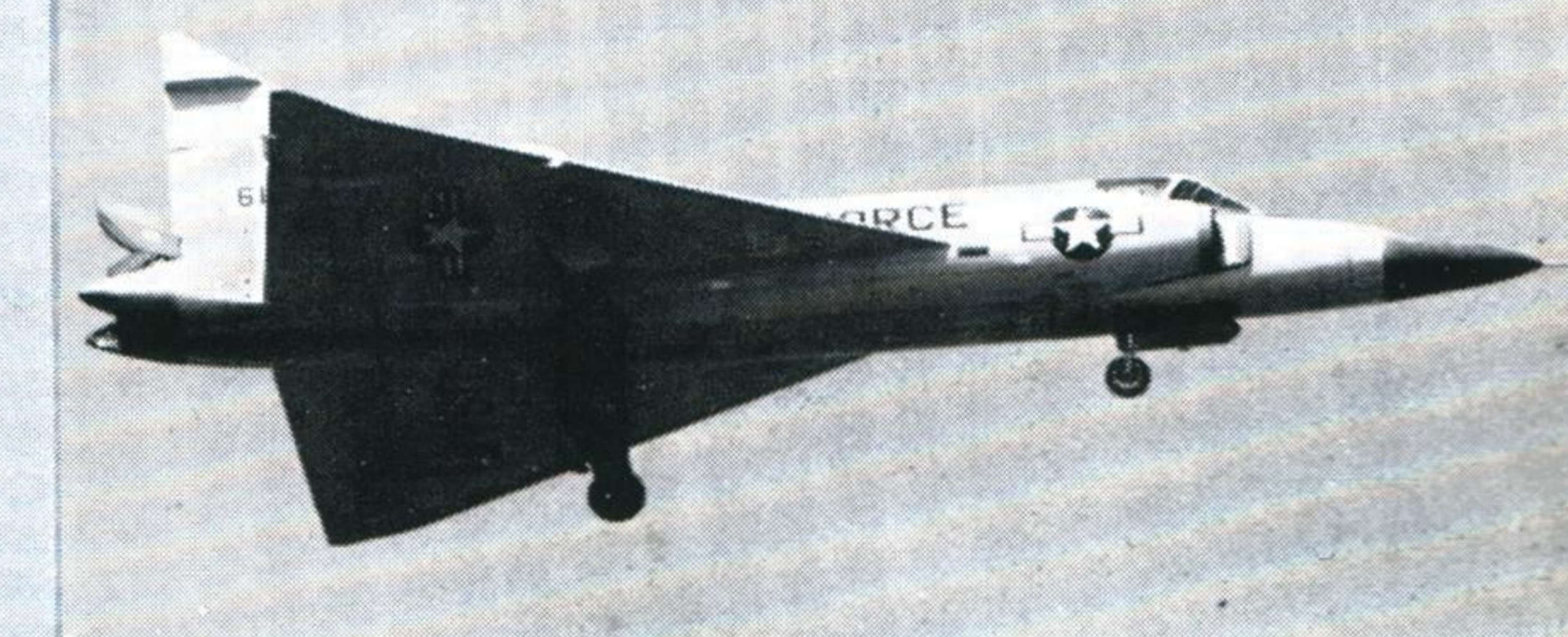
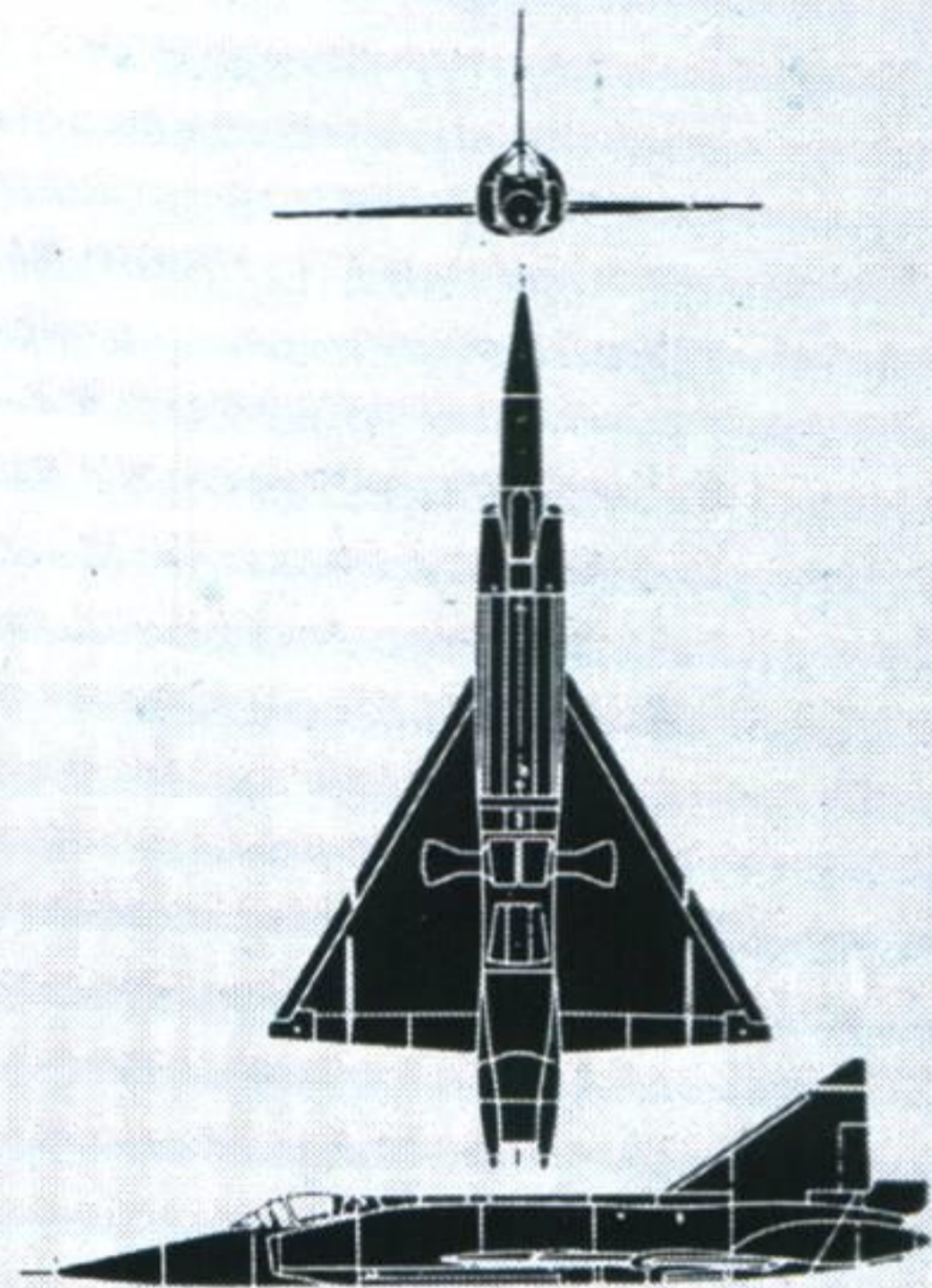
SKYHAWK Exclusive to the U.S. Navy and Marine Corps the A-4 Skyhawk serves in four versions with minor differences in nose shape and with varying provisions for the carriage of underwing stores. Span 27 feet



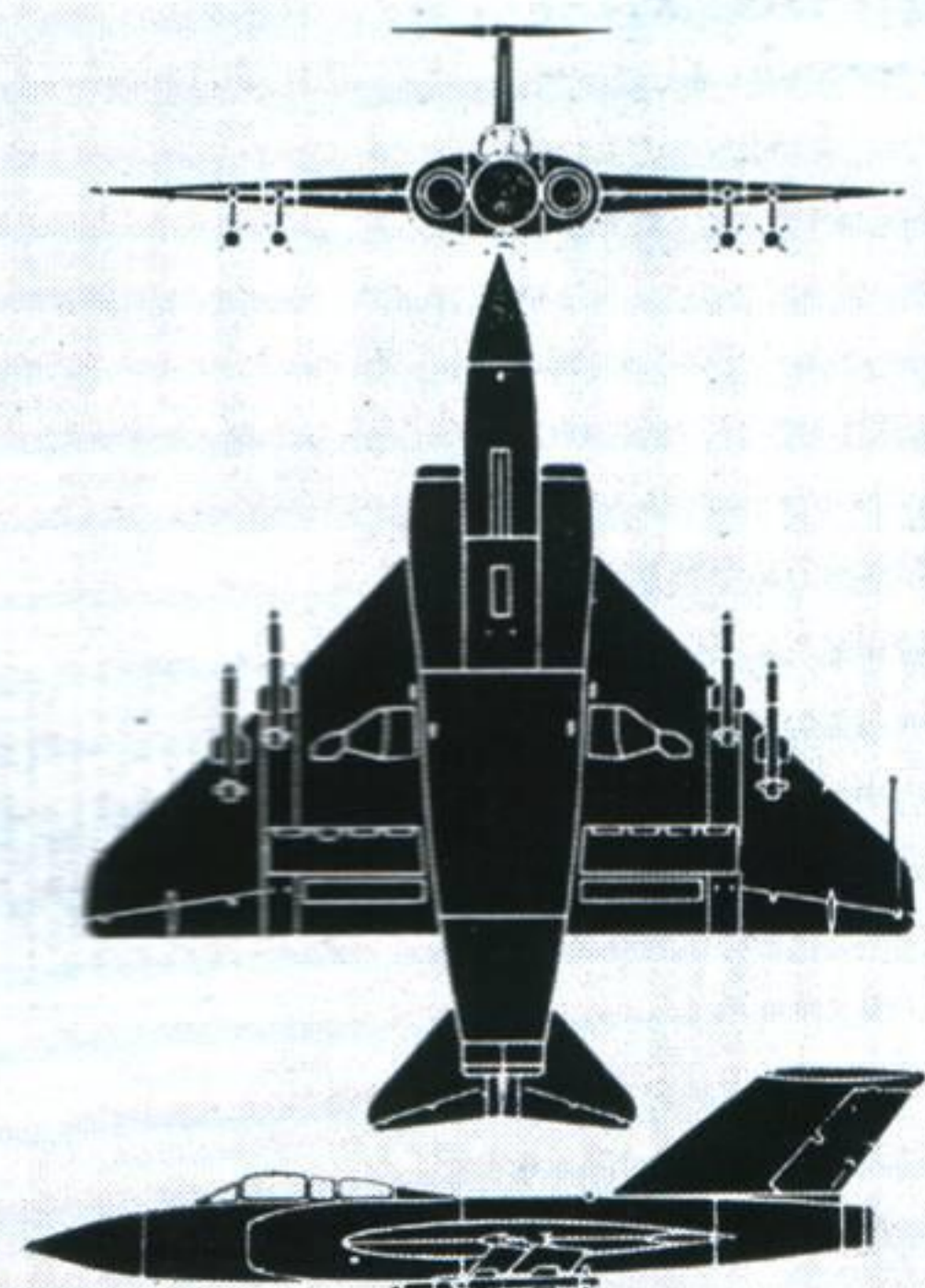
SKYRAY This Douglas F-6A airborne interceptor and strike fighter is now used mainly in U.S. Navy reserve units. Span 33 feet



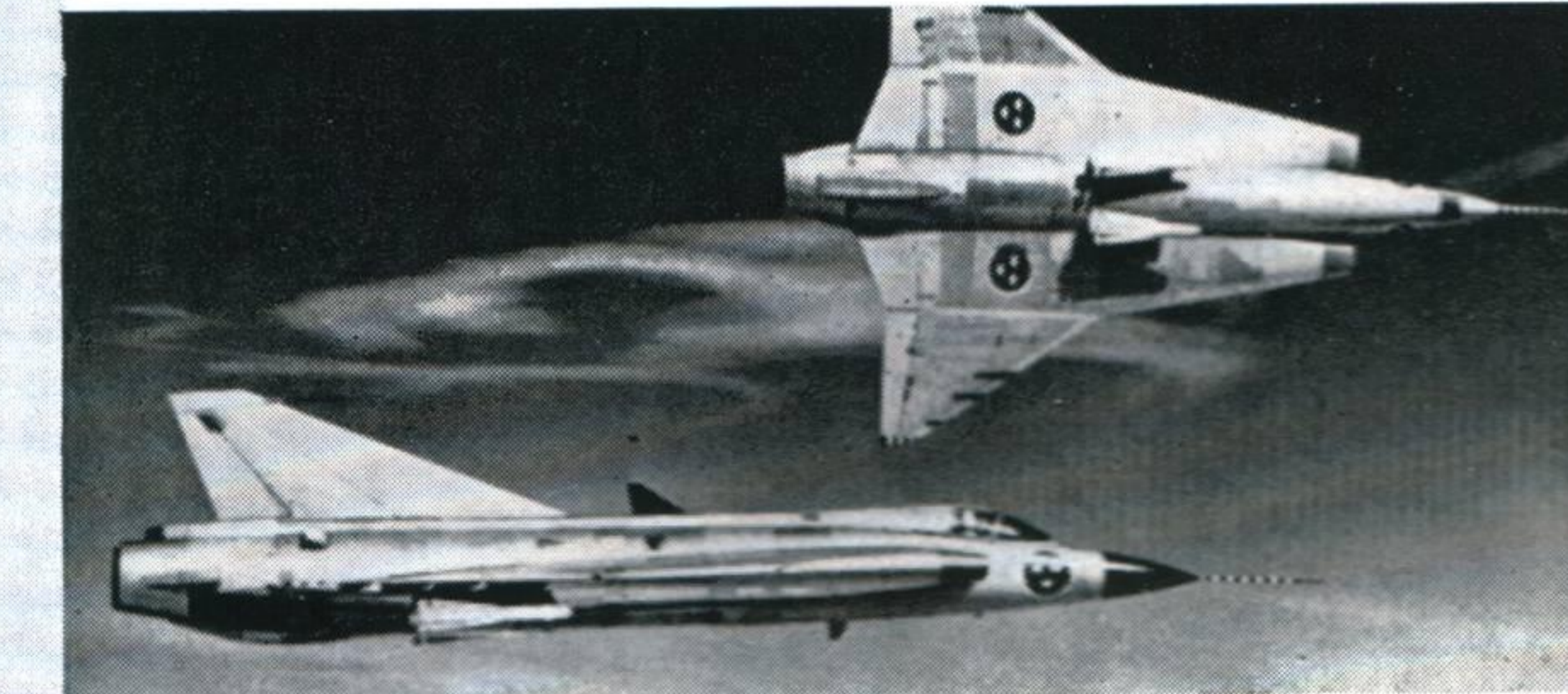
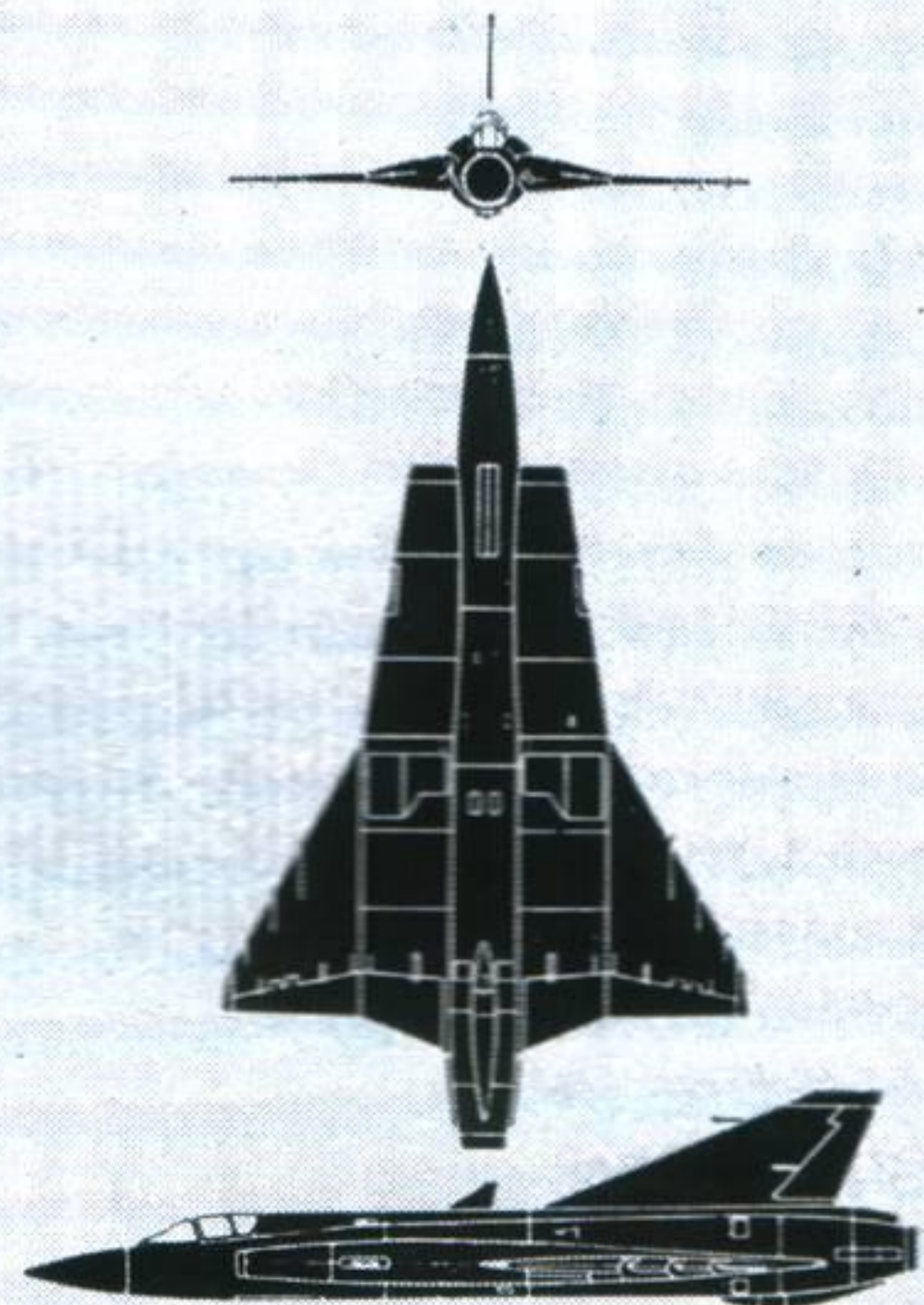
DELTA DART The F-106 Delta Dart, developed from the F-102 Delta Dagger opposite, is in U.S.A.F. service in two versions; F-106A single-seat interceptor and F-106B two-seat dual purpose version with revised canopy. Span 38 feet



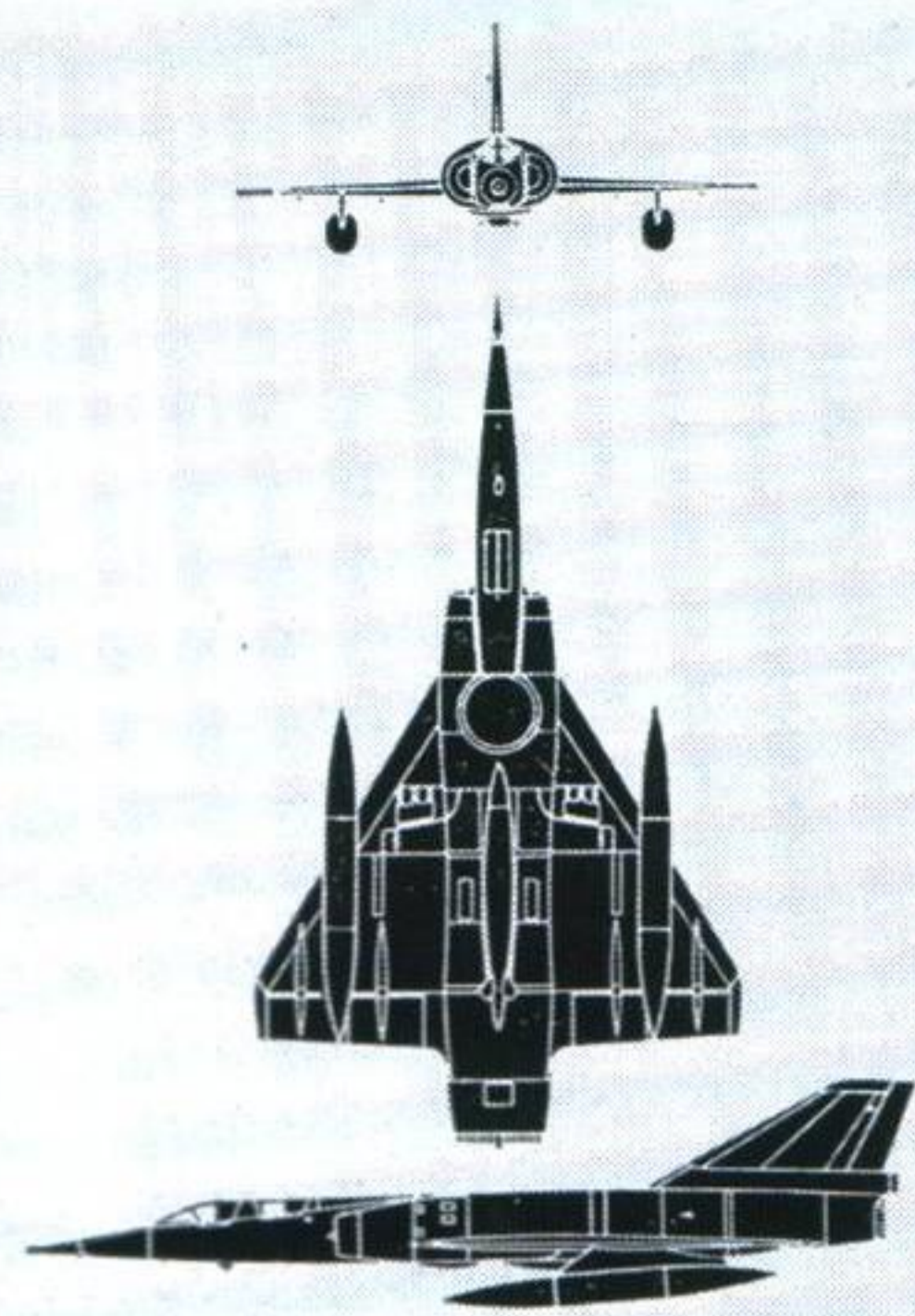
DELTA DAGGER All weather interceptor, F-102A in United States service, exclusive to the U.S.A.F. and Air National Guard, is currently in service in the single-seat version depicted and the TF-102 two-seat version. Span 38 feet



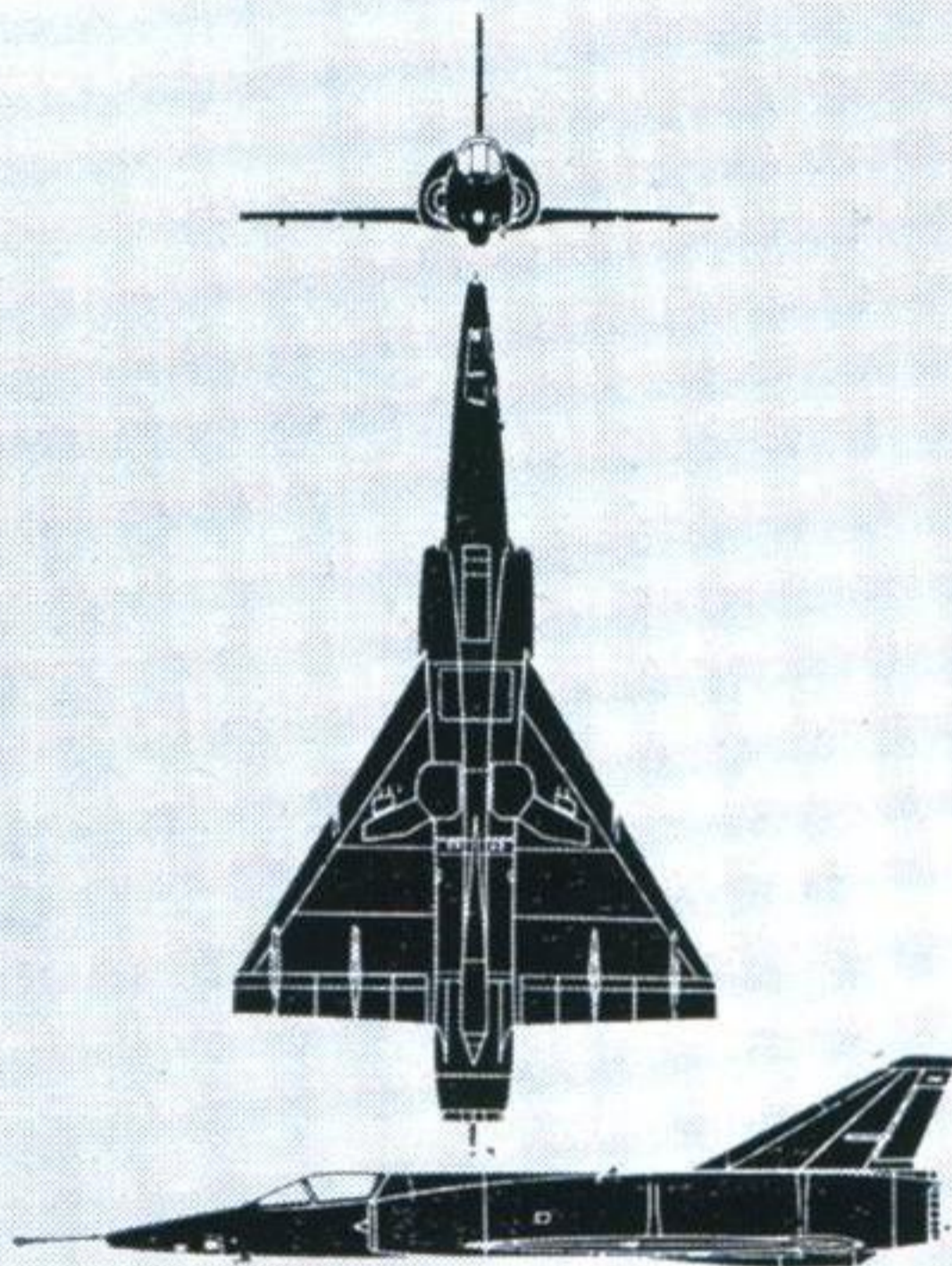
JAVELIN A delta-wing fighter, exclusive to the R.A.F., of which the T.3 and F.A.W.9 versions remain in service in the U.K. and Far East. Span 52 feet



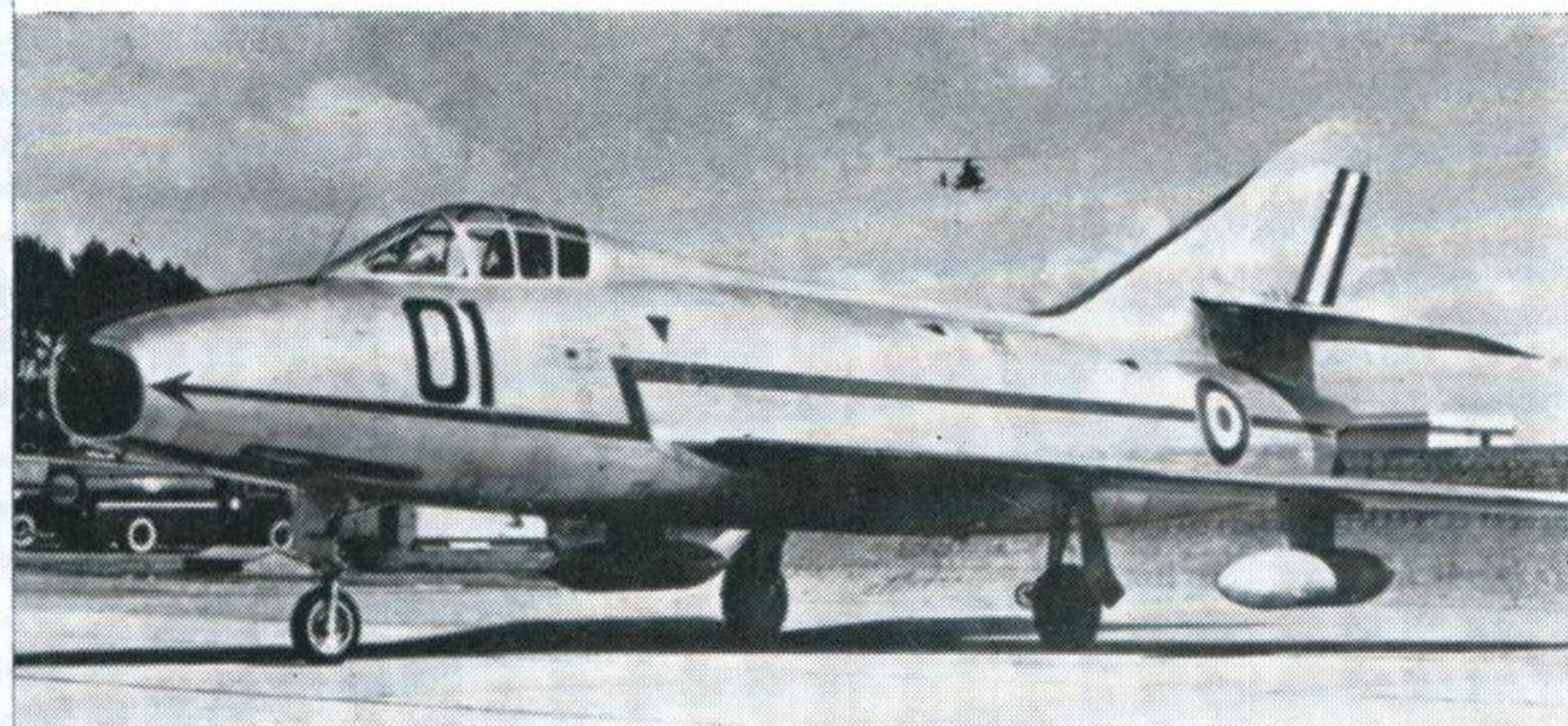
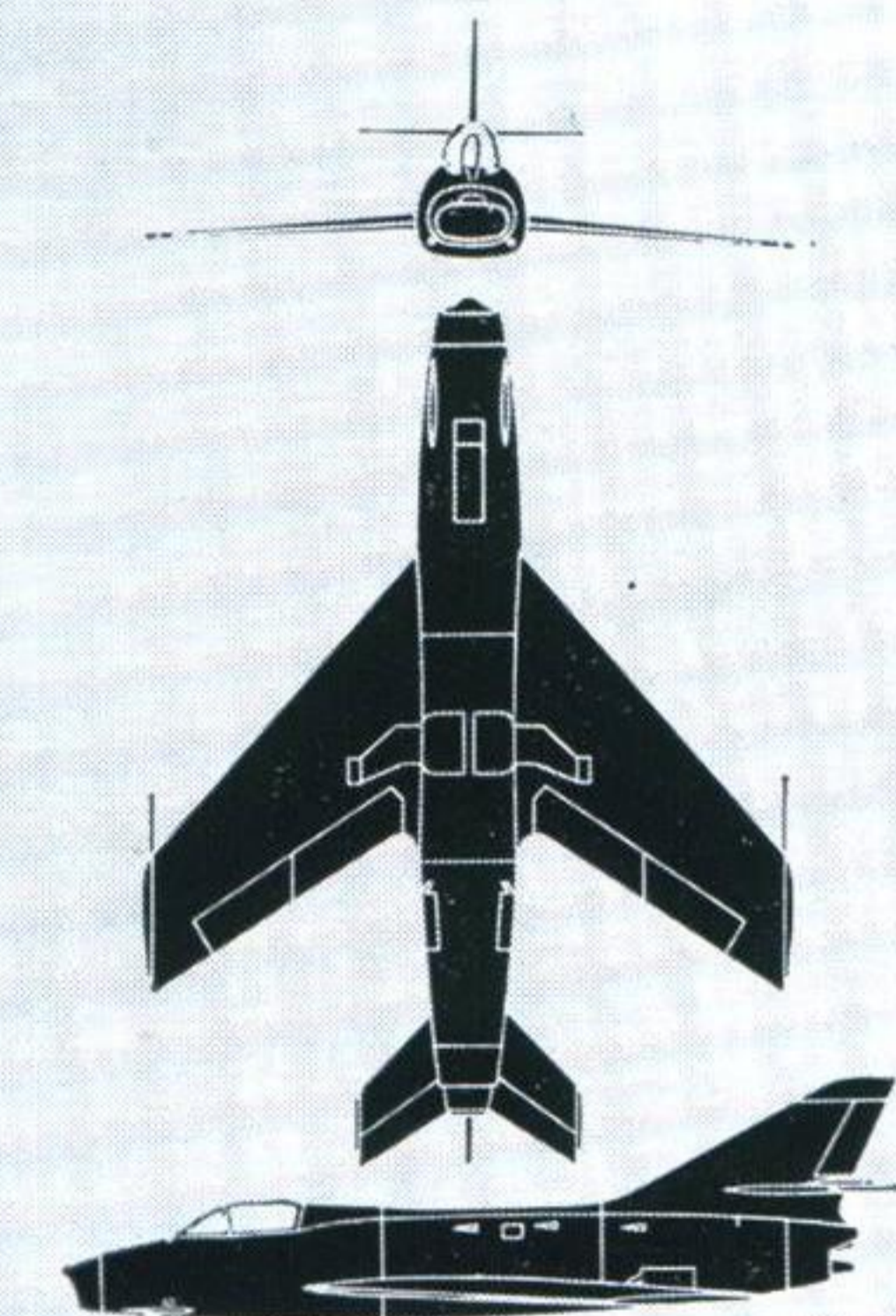
DRAKEN In the Royal Swedish Air Force, the Draken operates in several versions according to role with variations in nose and canopy shape. Span 31 feet



MIRAGE IV France's supersonic two-seat strategic bomber which can be flight-refuelled by Stratotankers recently acquired by the French Air Force. Some fifty Mirage IVs are being built. Span 39 feet



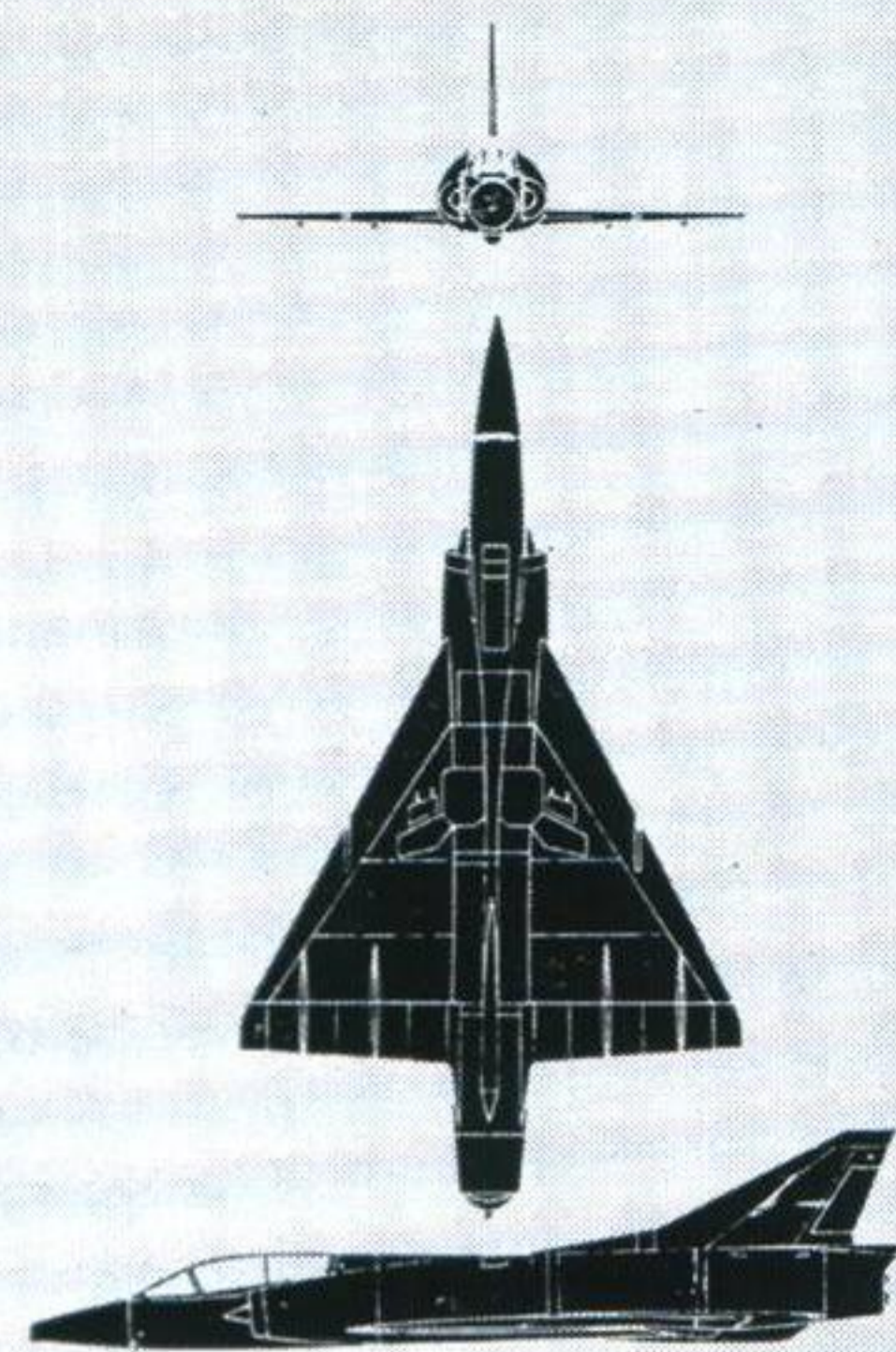
MIRAGE III Several versions of Mirage III series are in French, Australian, Swiss, Israeli and South African service, with variations to nose shape and canopy. IIIR reconnaissance version depicted. Span 27 feet



SUPER MYSTÈRE The Super Mystère, with an increase to the wing sweepback of the Mystère, is in service in French and Israeli Forces. Span 34 feet



SABRE-D The F-86D, F-86K and F-86L fighters, with radar nose distinguishing them from other versions, still serve in Denmark, Japan, the Philippines, South Korea, Thailand and in the Air National Guard of the U.S.A. Span 37 feet



MIRAGE IIIB Two-seat trainer version of the Mirage III built in limited quantities for the French, Swiss and South African Air Forces. Span 27 feet



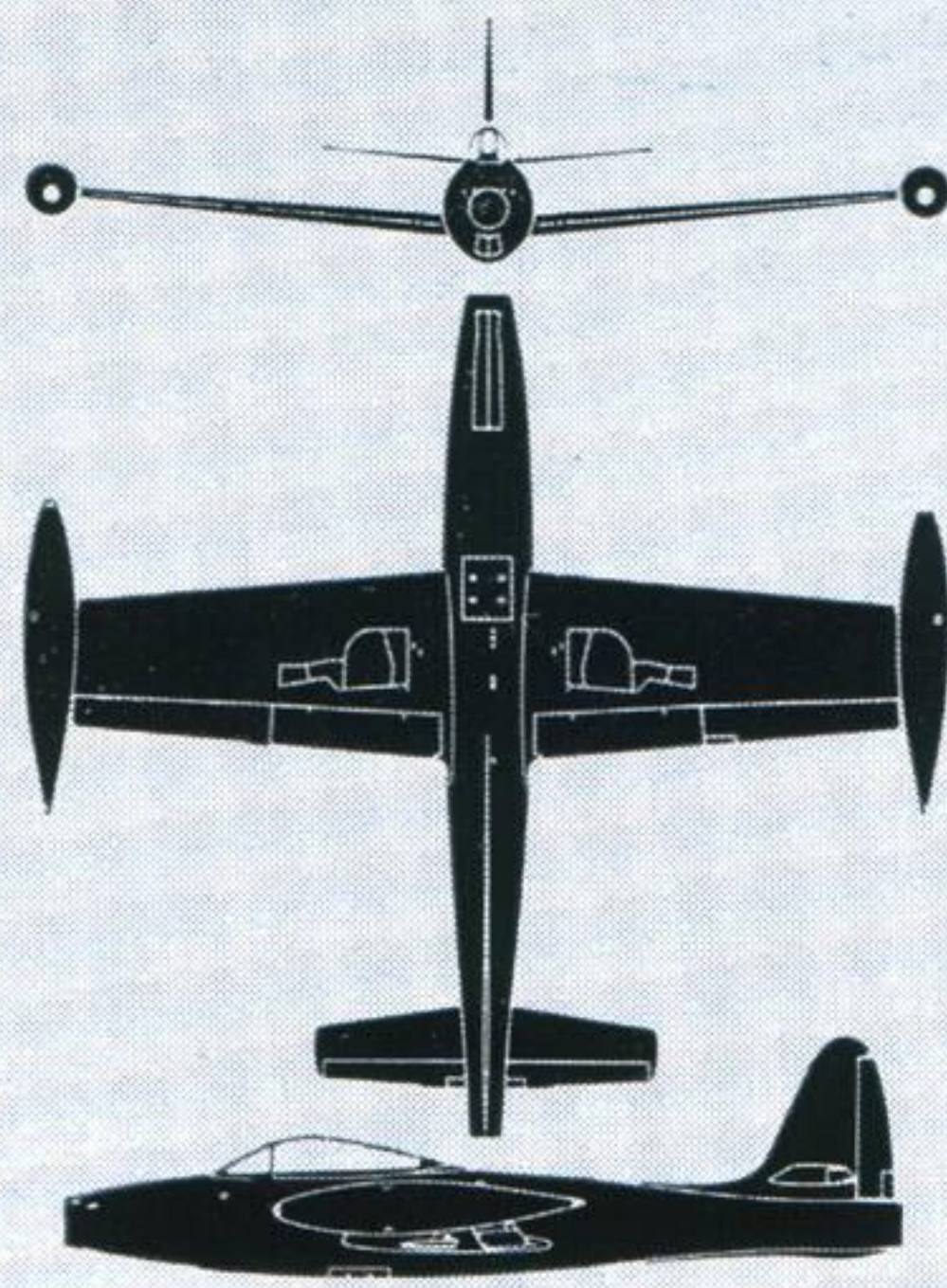
MYSTÈRE IVA This French fighter has been supplied in quantity to both India and Israel. In French service it is being replaced by the Mirage III. Span 36 feet



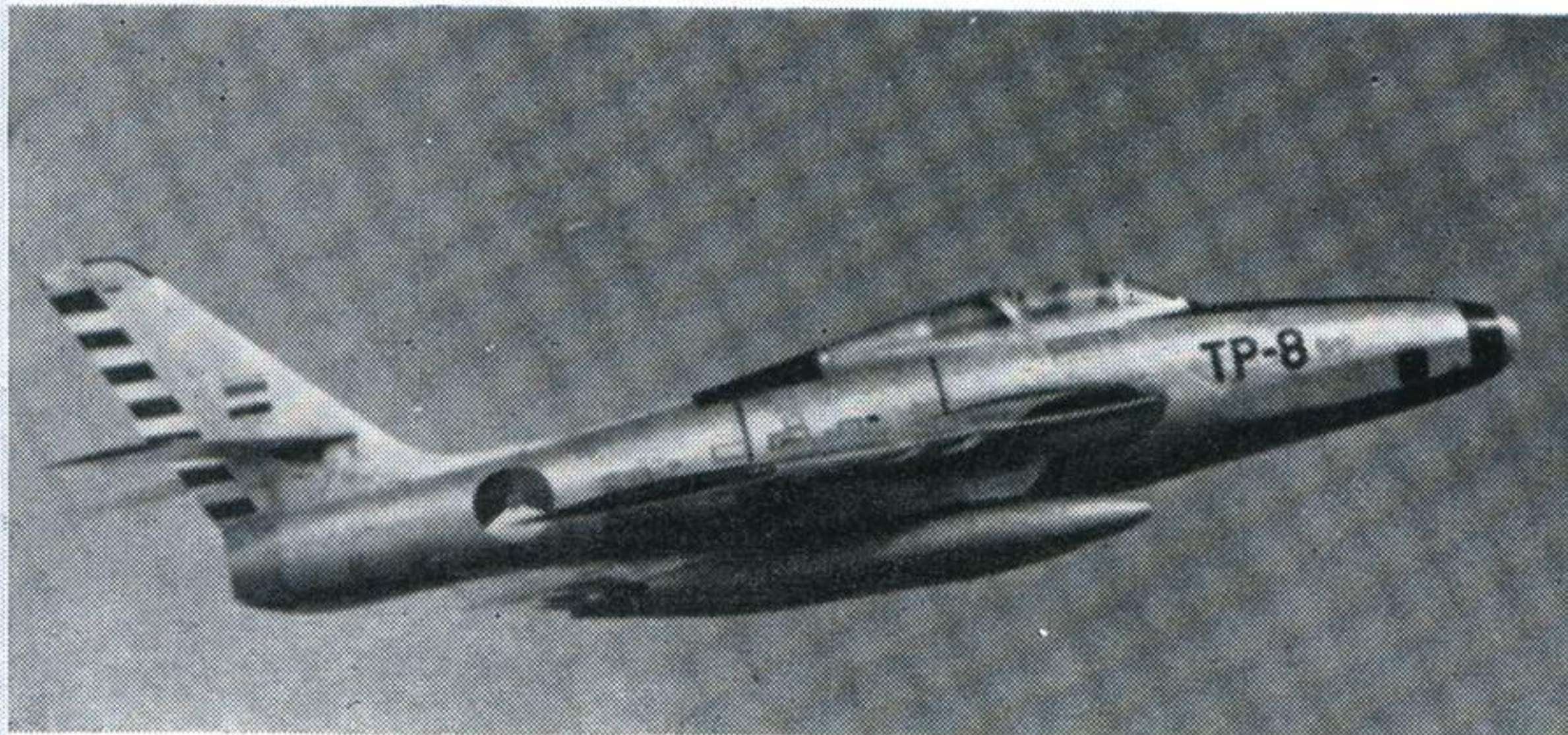
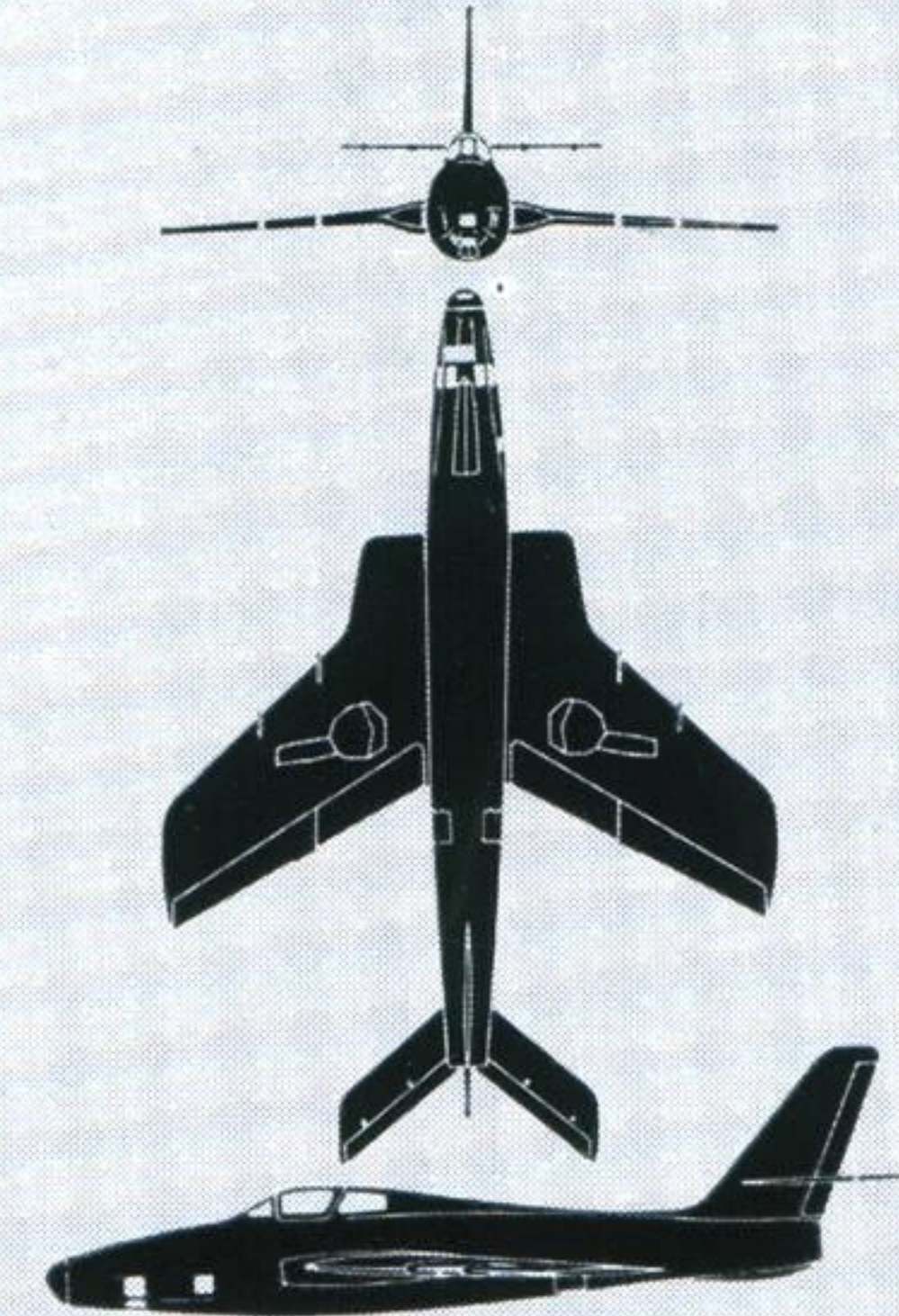
SABRE Famous jet fighter of the 'fifties the F-86 Sabre is still serving in a number of the World's Air Forces. Span 39 feet



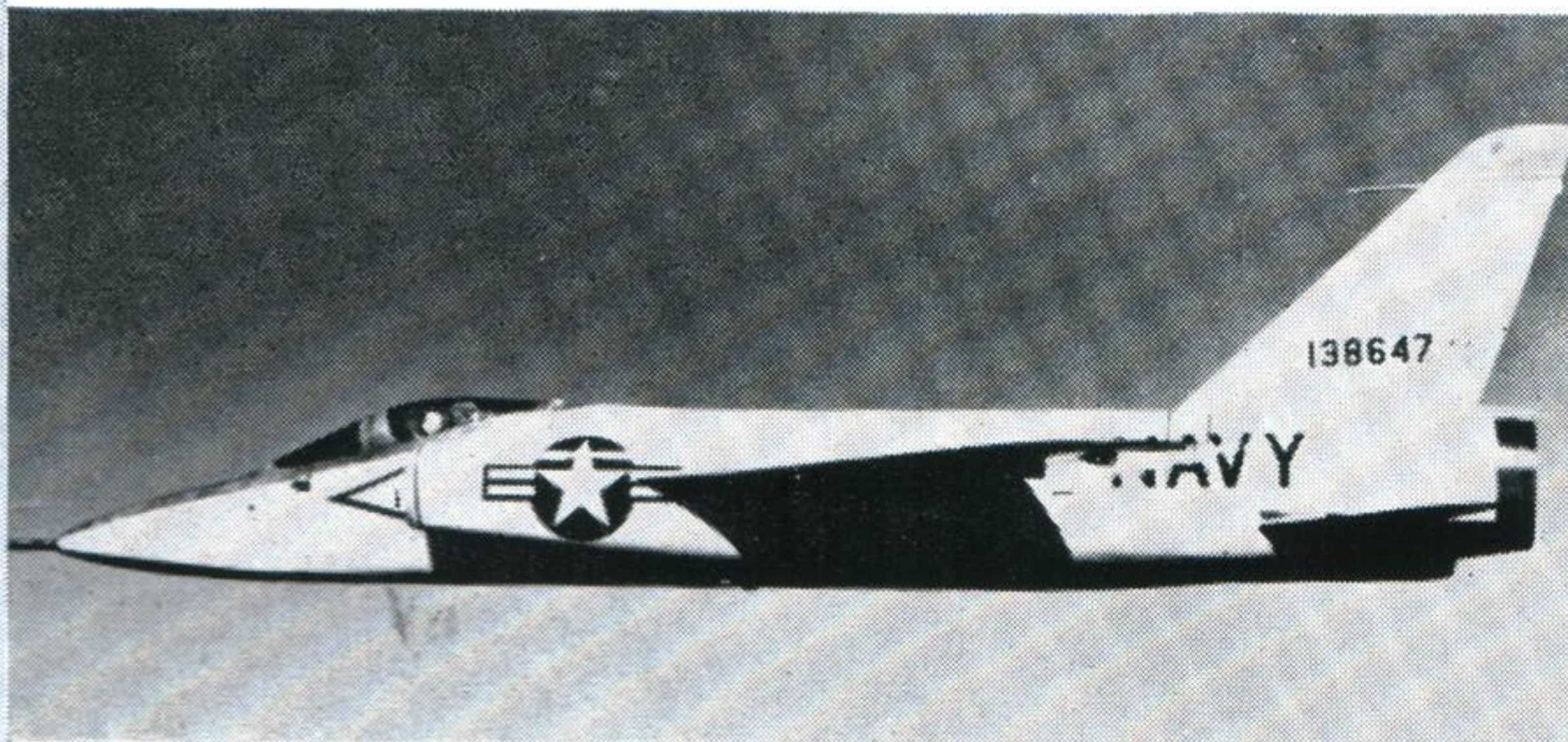
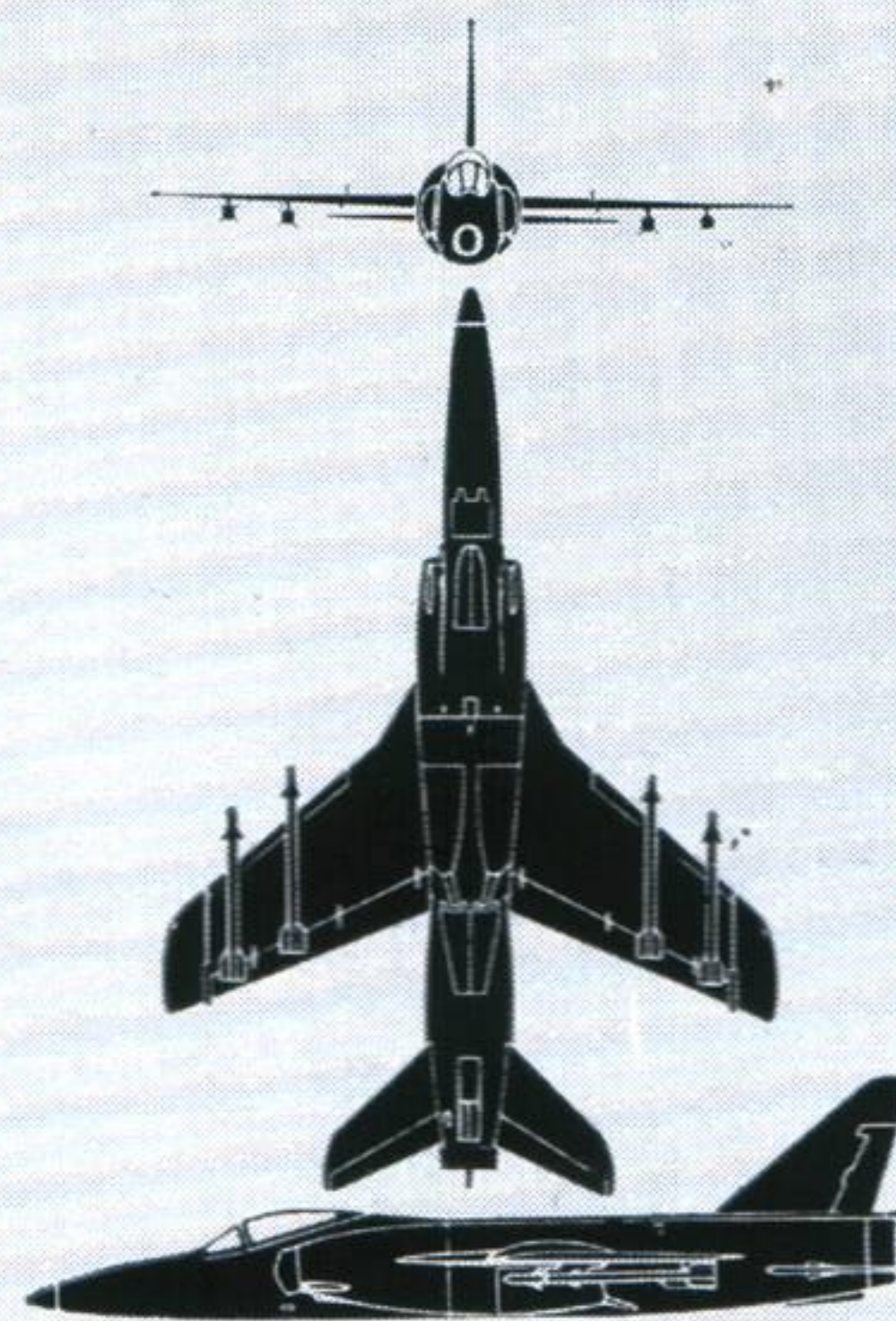
FURY The U.S. Navy version of the Sabre, still in use in reserve units, was not exported outside the American continent. Service versions are designated F-1C and F-1E. Span 39 feet



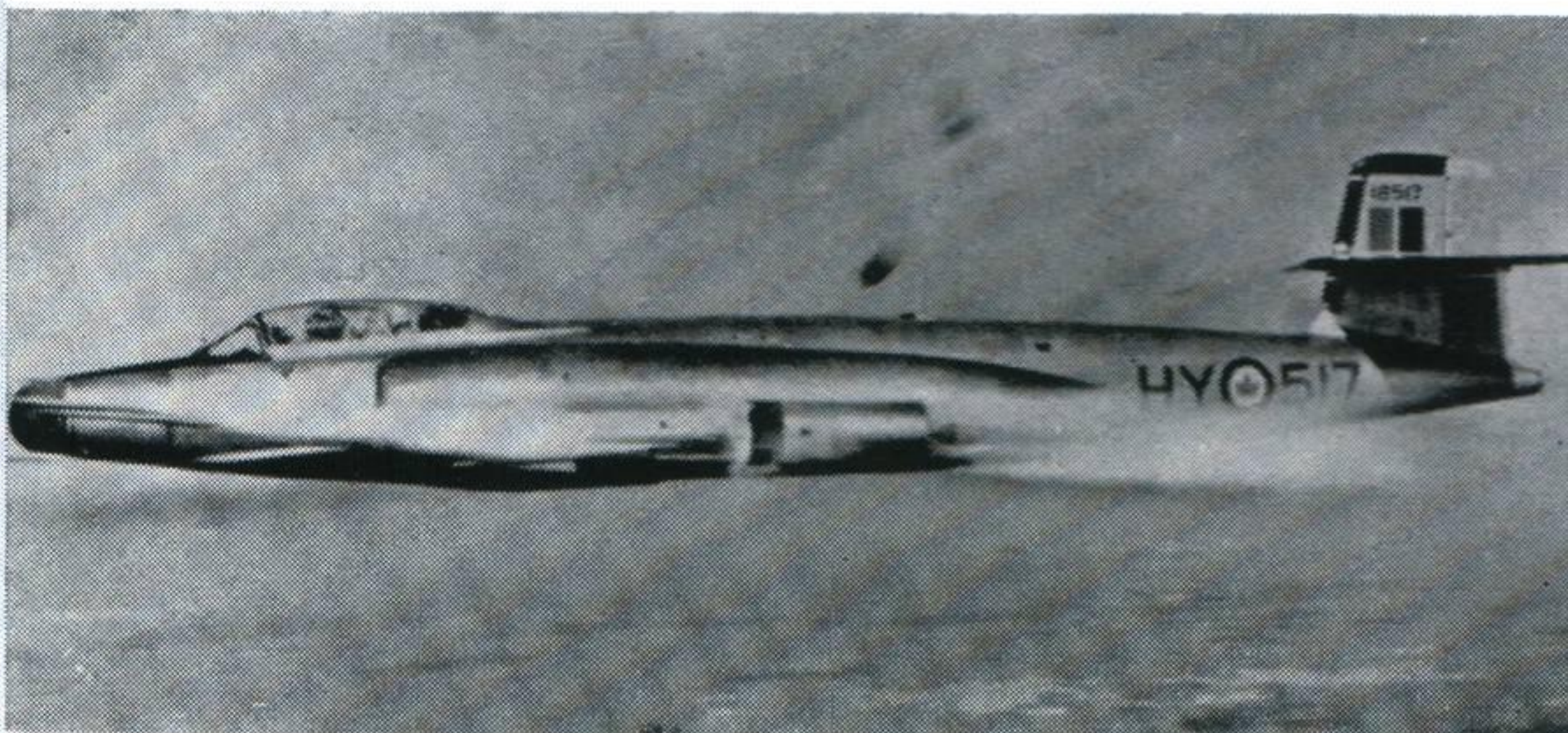
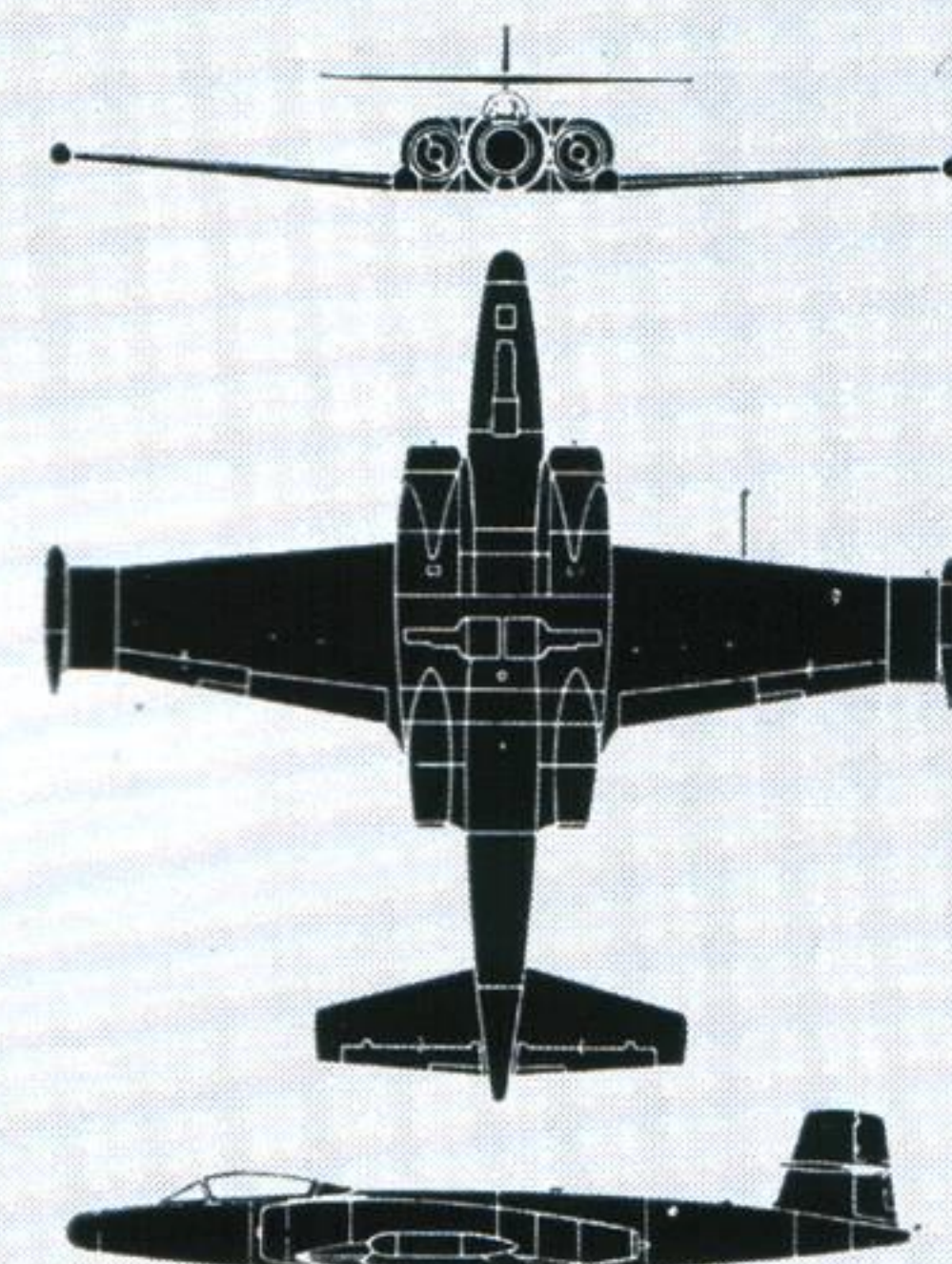
THUNDERJET No longer the prime fighter-bomber of the N.A.T.O. Forces, the F-4G Thunderjet is still in service in Iran, Thailand and Yugoslavia. Span 36 feet



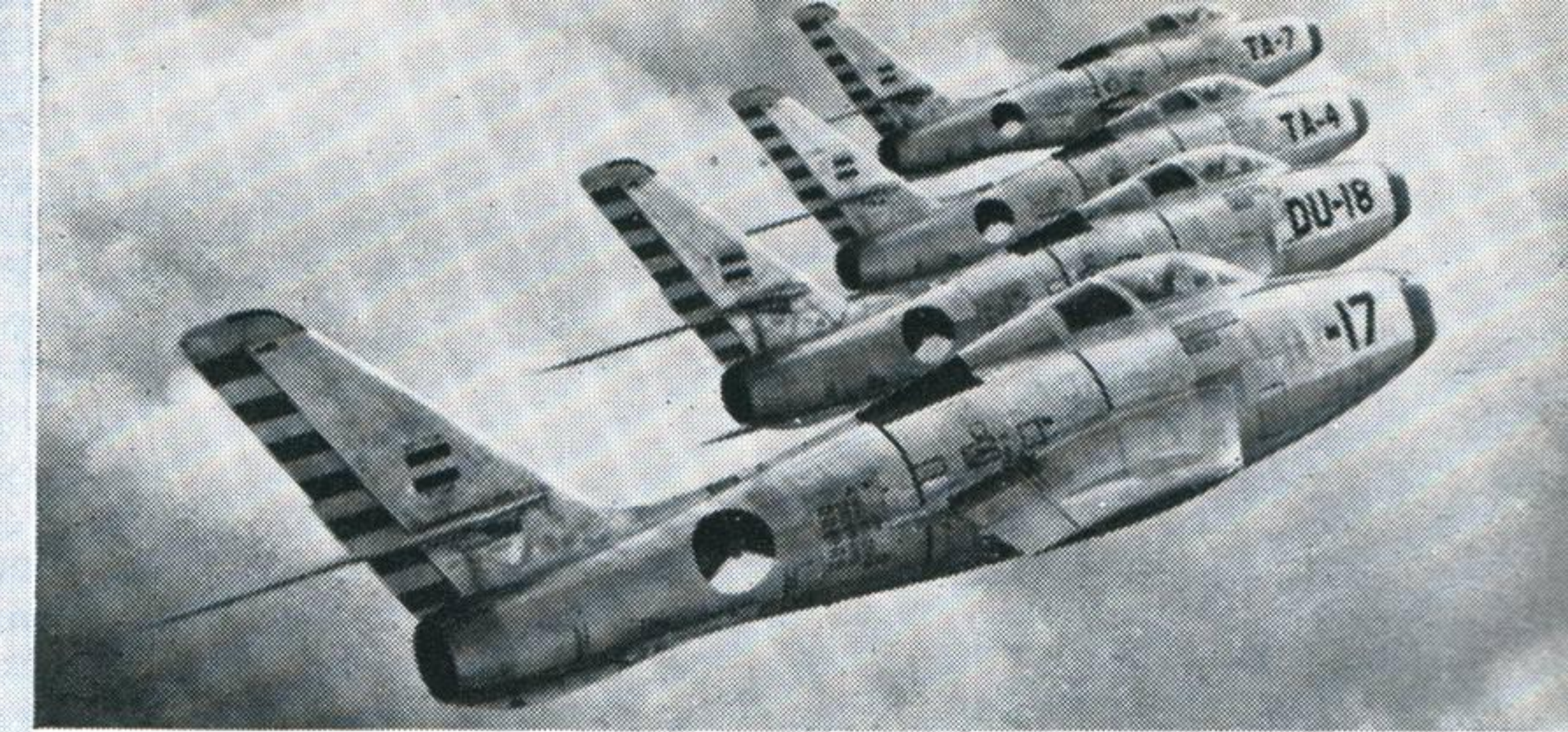
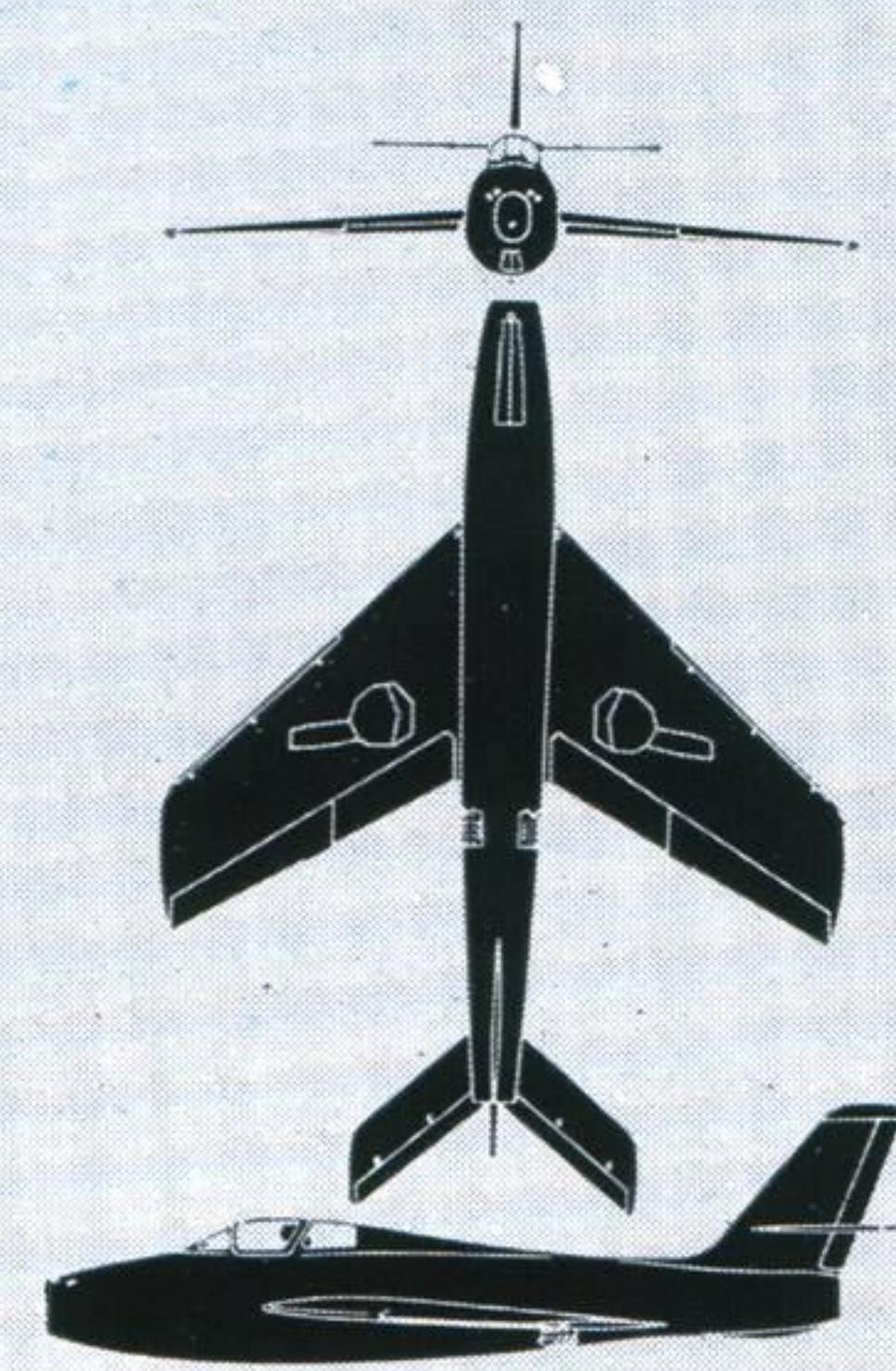
THUNDERFLASH Reconnaissance fighter version of the F-4F, as the RF-4F, the Thunderflash is still widely used by N.A.T.O. Forces. Span 34 feet



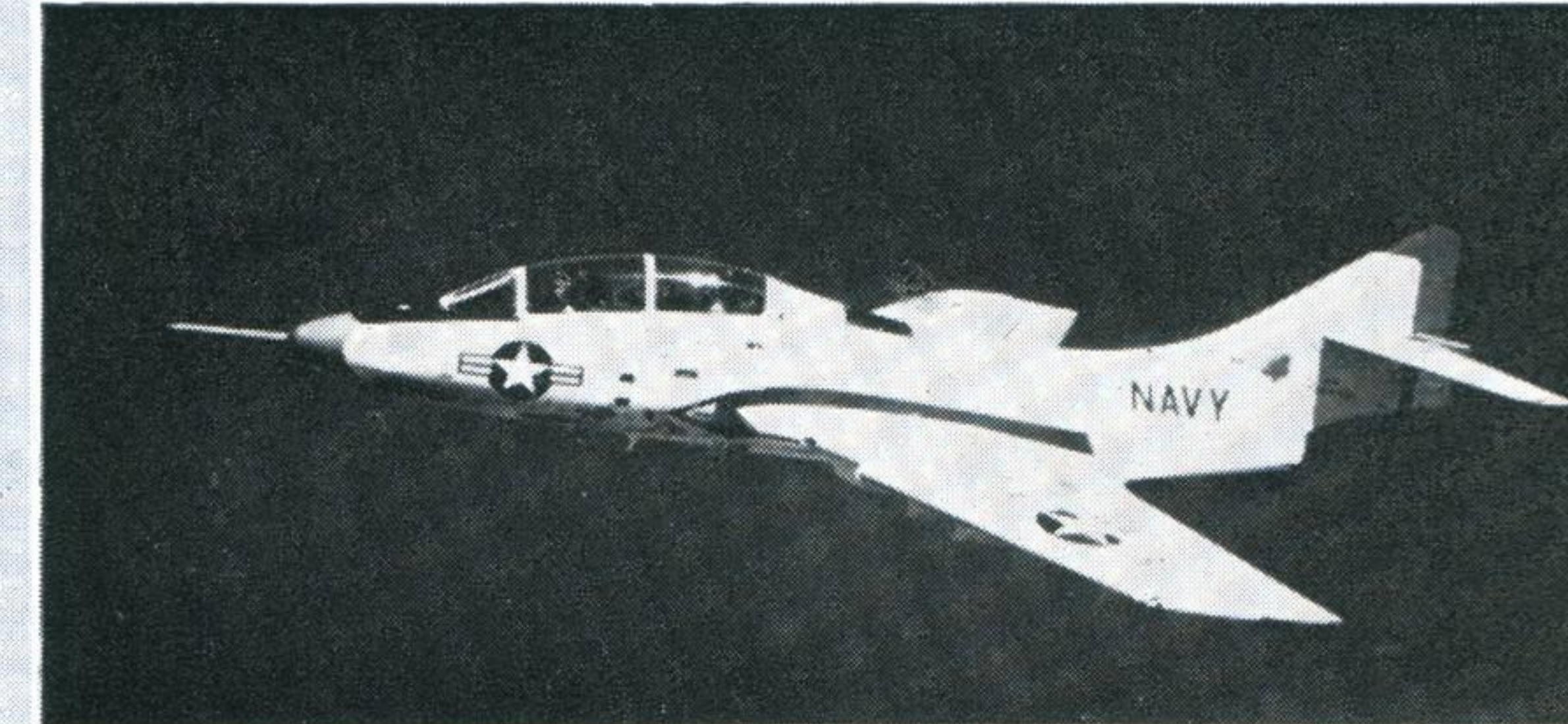
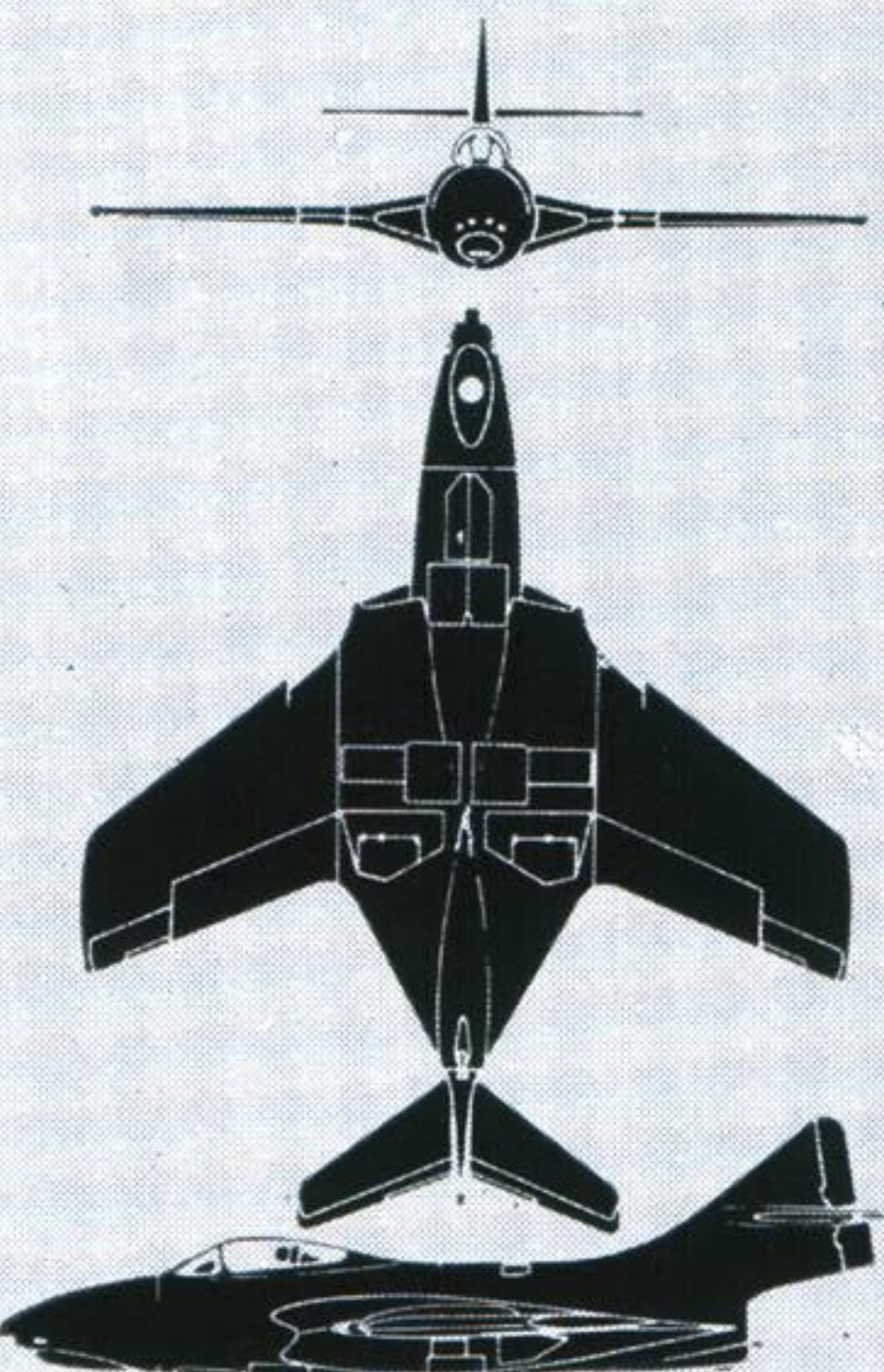
TIGER Now relegated to reserve use only, is the Grumman F-11A Tiger of which just under 200 were built. Span 32 feet



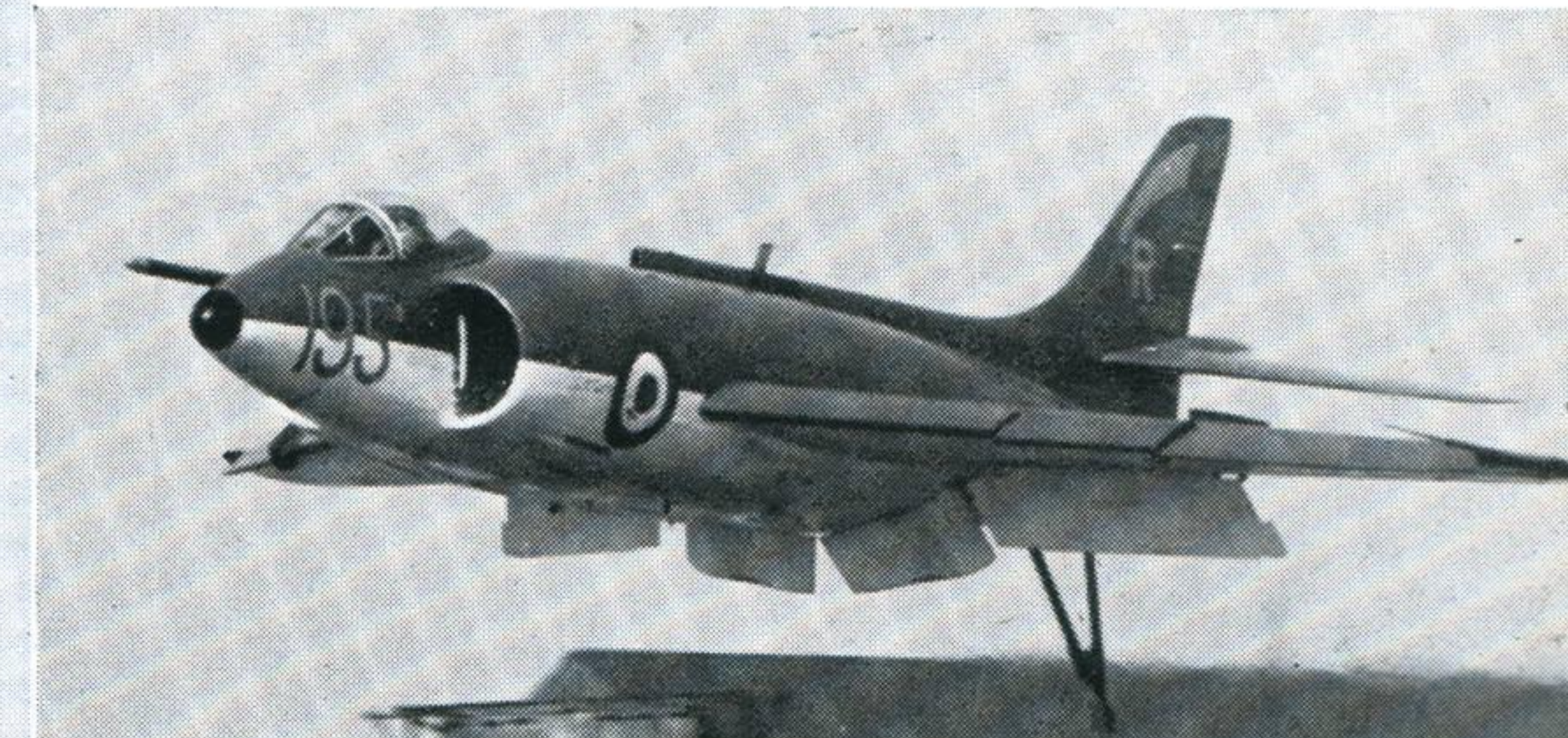
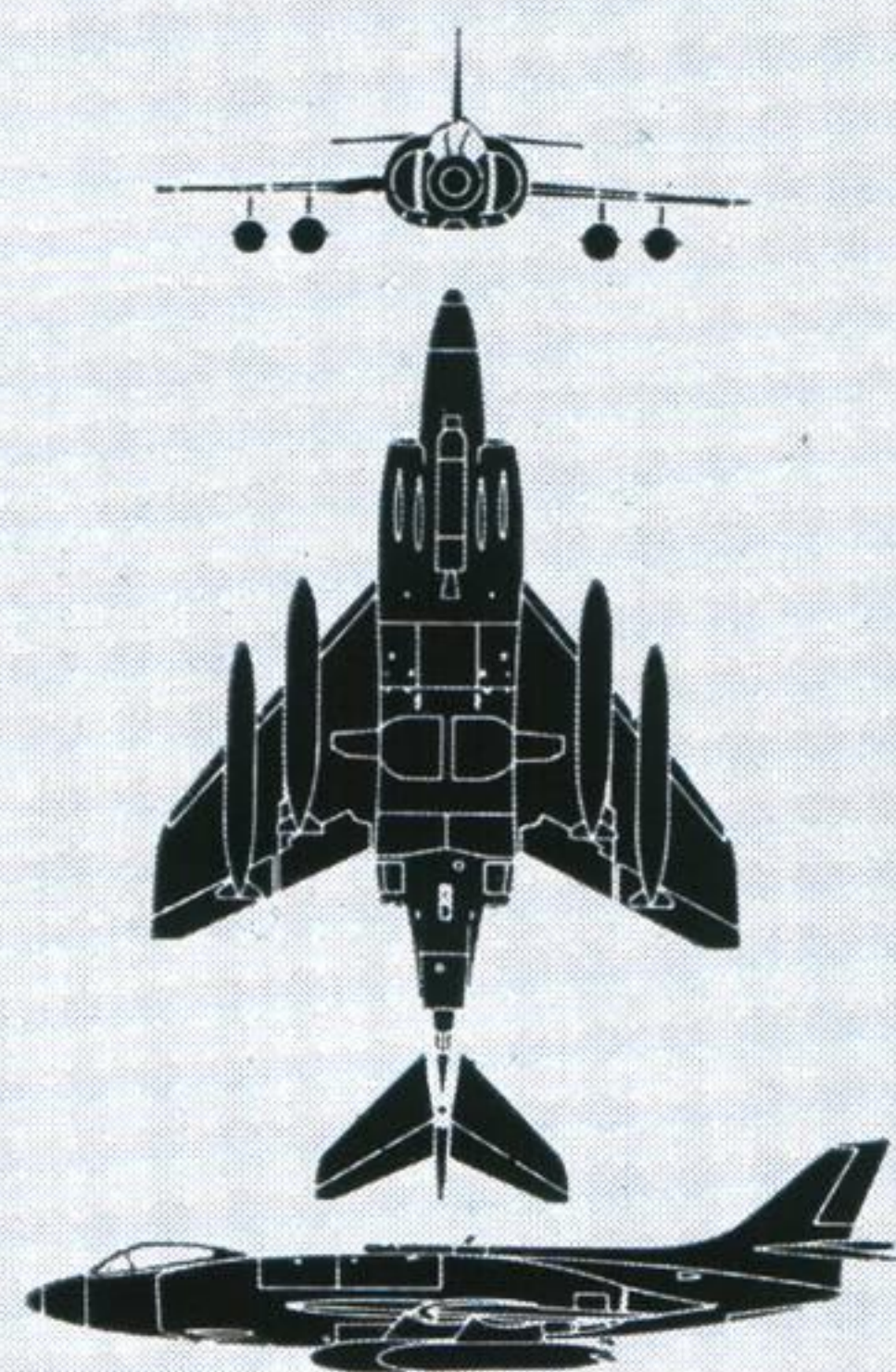
CF-100 Although no longer in squadron service in the R.C.A.F. a number of the later marks are still flying in Canada and in the Congo. Span 60 feet



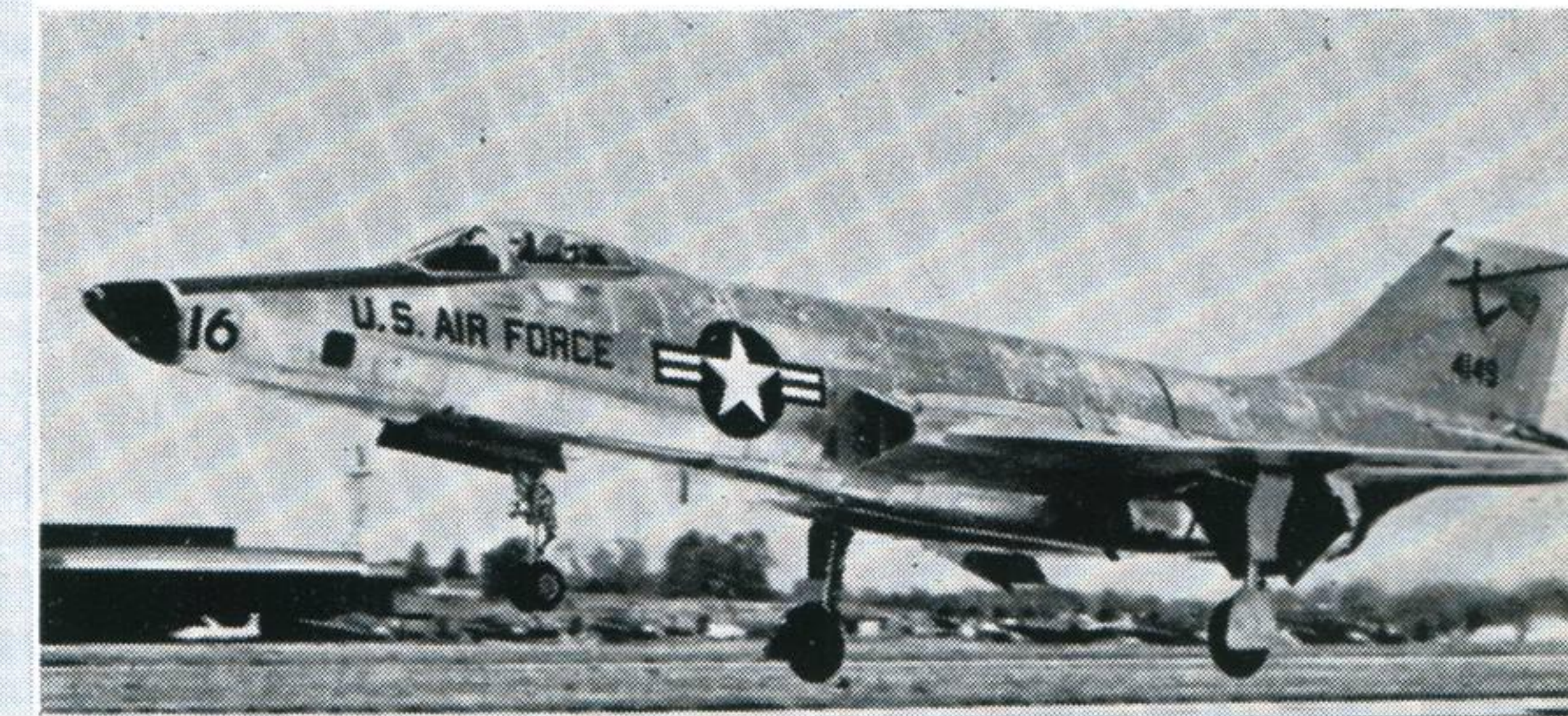
THUNDERSTREAK Swept-wing development of the Republic F-84F Thunderjet, still widely used by N.A.T.O. countries as a fighter-bomber. Span 34 feet



COUGAR Trainer version of the Cougar fighter, still in U.S. Navy service together with other Cougar versions adapted for test and drone uses. Span 34 feet



SCIMITAR Single-seat, twin-engined carrier-borne fighter and strike aircraft of the Royal Navy in service in the single F.1 version depicted. Span 37 feet



VOODOO A fighter in U.S.A.F. (F-101 versions) and R.C.A.F. (CF-101B) service with nose variations according to fighter (silhouette) and reconnaissance (photo) roles. The U.S.A.F. F-101C single-seat version has a smaller canopy. Span 40 feet



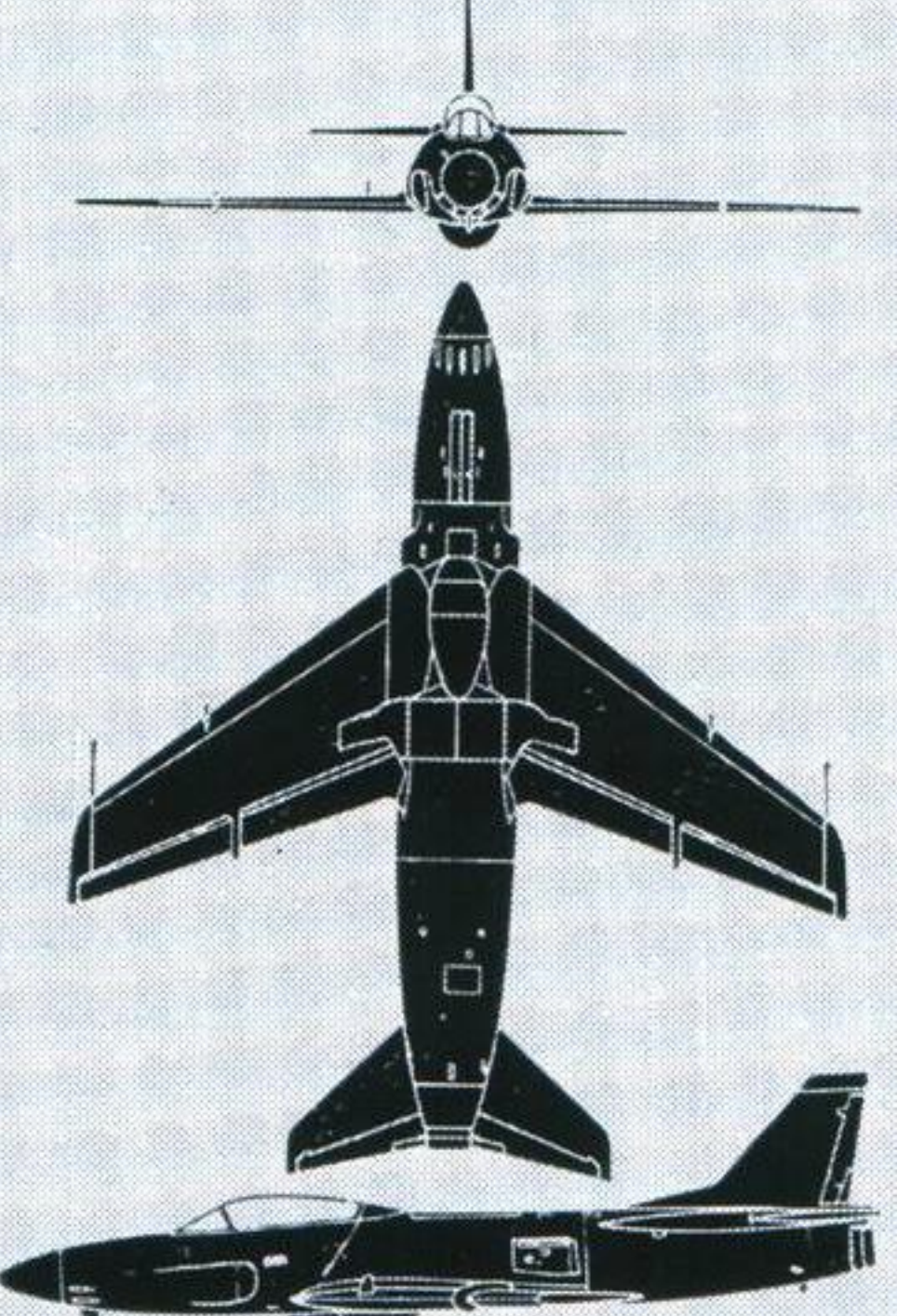
STARFIGHTER Assembled in the U.S.A., Canada, Japan and in Western European countries, this Lockheed F-104 fighter serves in several versions including a two-seat version with revised canopy.
Span 22-24 feet



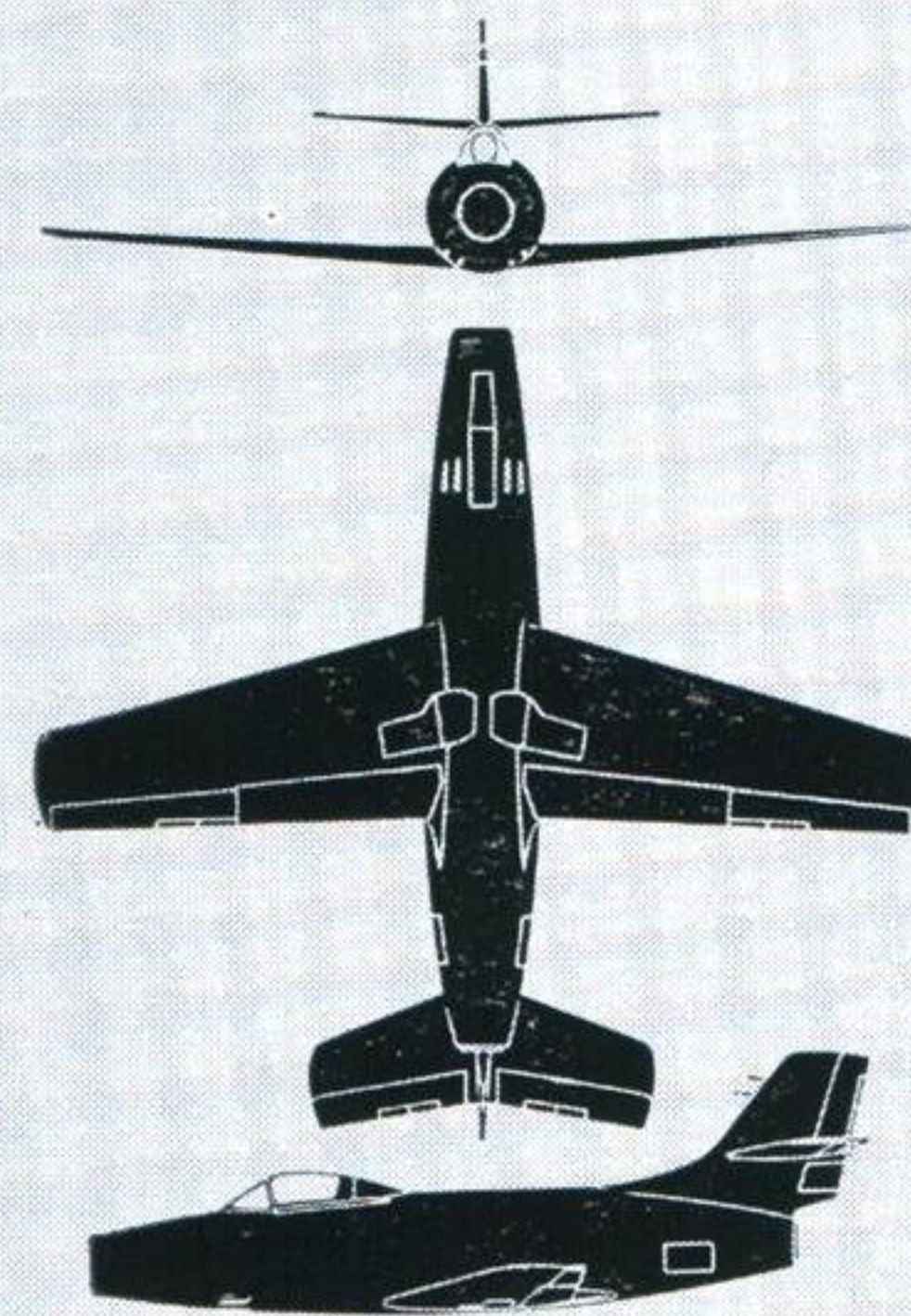
HUNTER (Fighter variants) Some 2,000 produced in Britain and Europe for service in the R.A.F., R.N. and various air forces world-wide. Various combinations of underwing stores and fuel tanks may be carried.
Span 34 feet



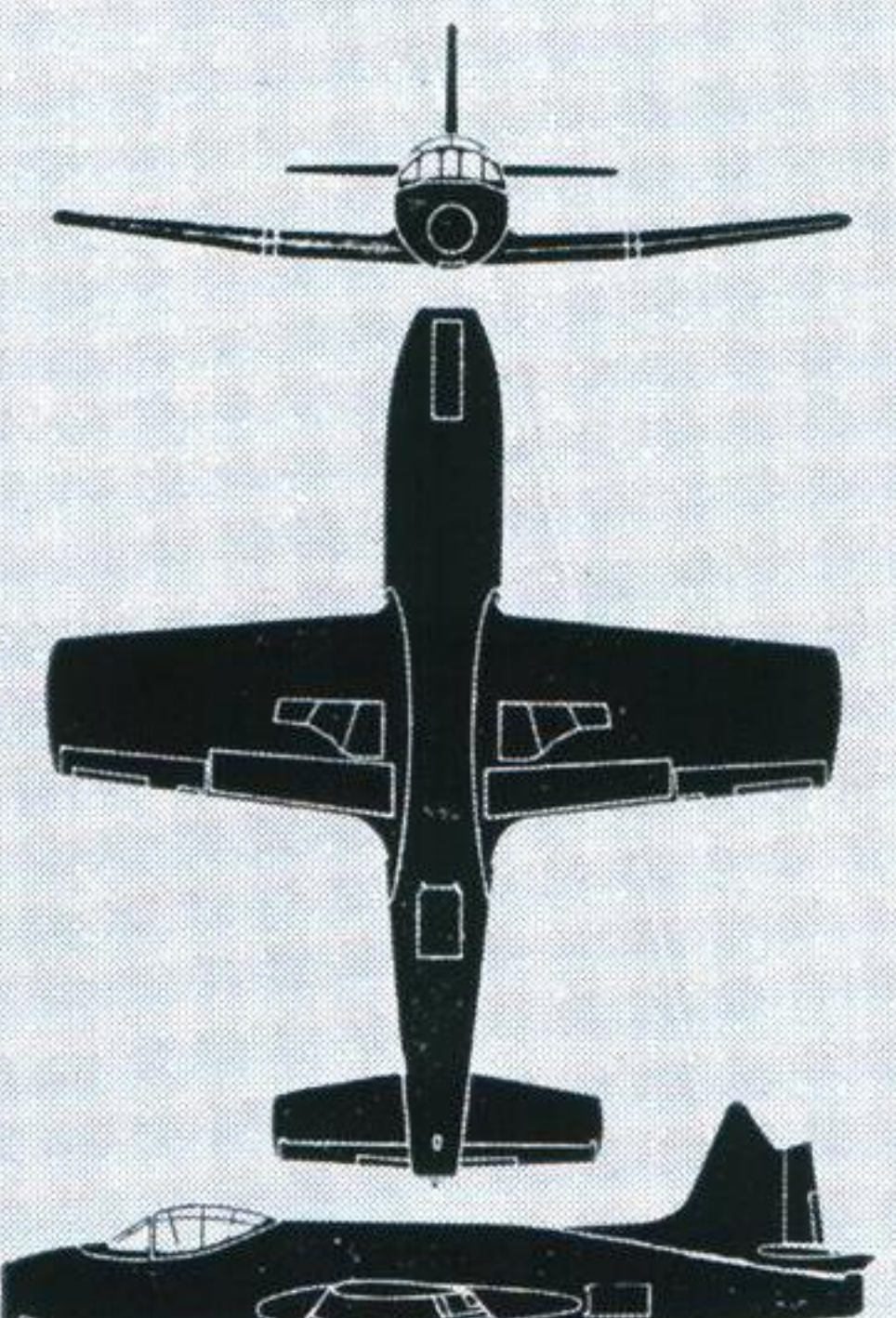
HUNTER (Trainer variants) Two-seat trainer versions of the famous Hawker fighter serving in various air forces of the world.
Span 34 feet



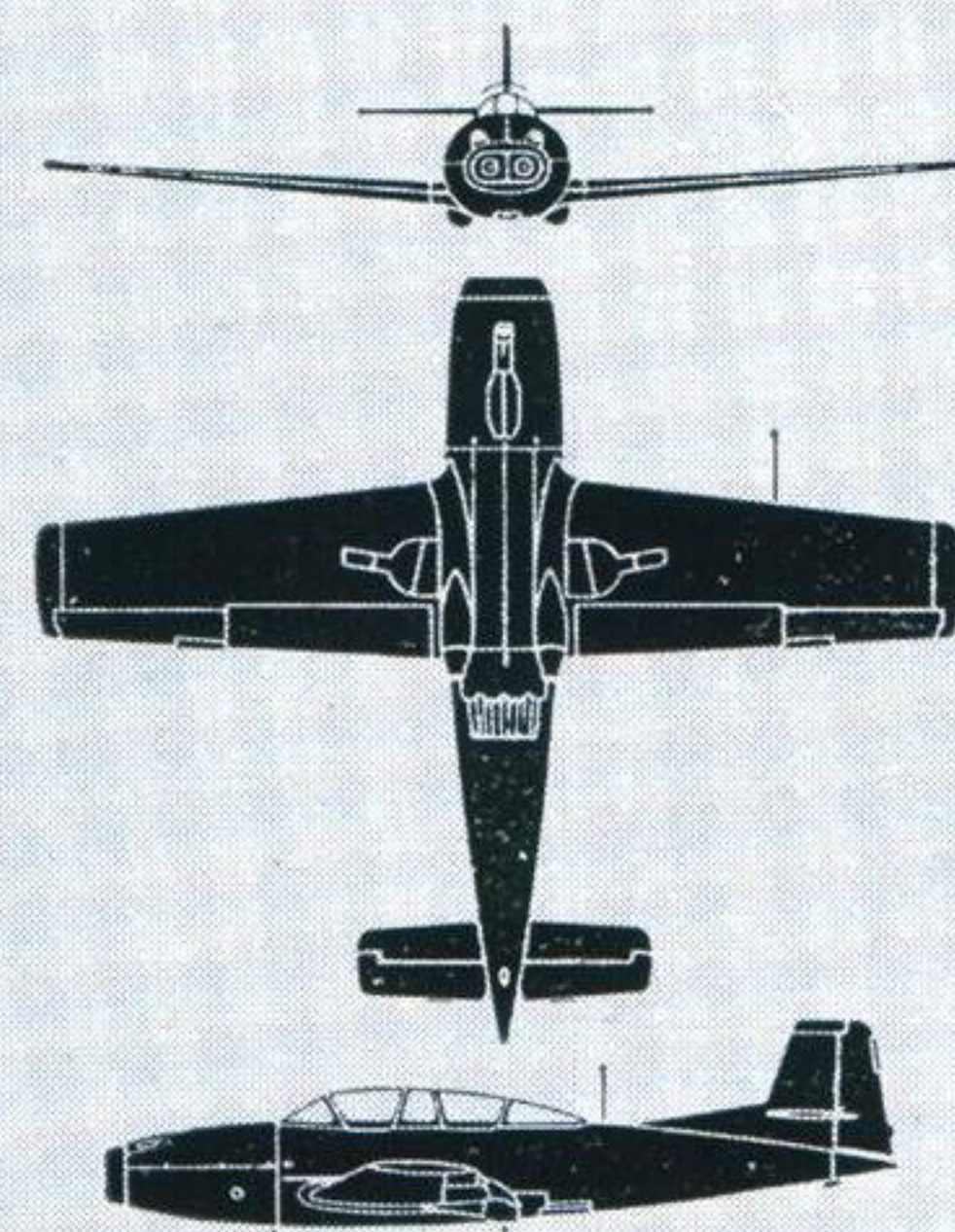
LANSEN Swedish fighter in service in A32 all-weather attack version, J32B all-weather fighter version armed with Sidewinders and S32C version with slightly modified nose to carry cameras for reconnaissance.
Span 43 feet



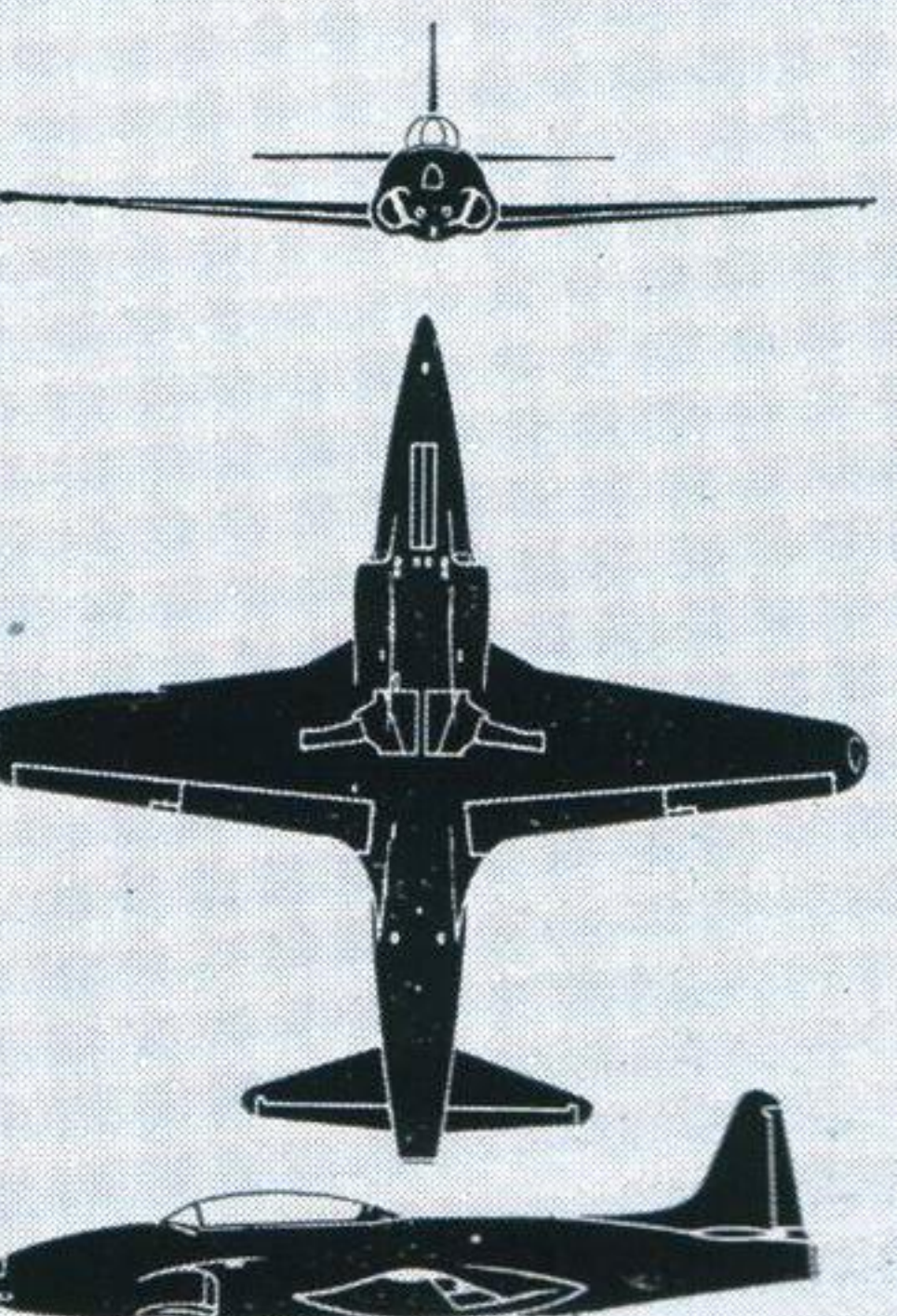
OURAGAN Superseded in French service, a few Ouragans may remain in Indian and Israeli service.
Span 40 feet



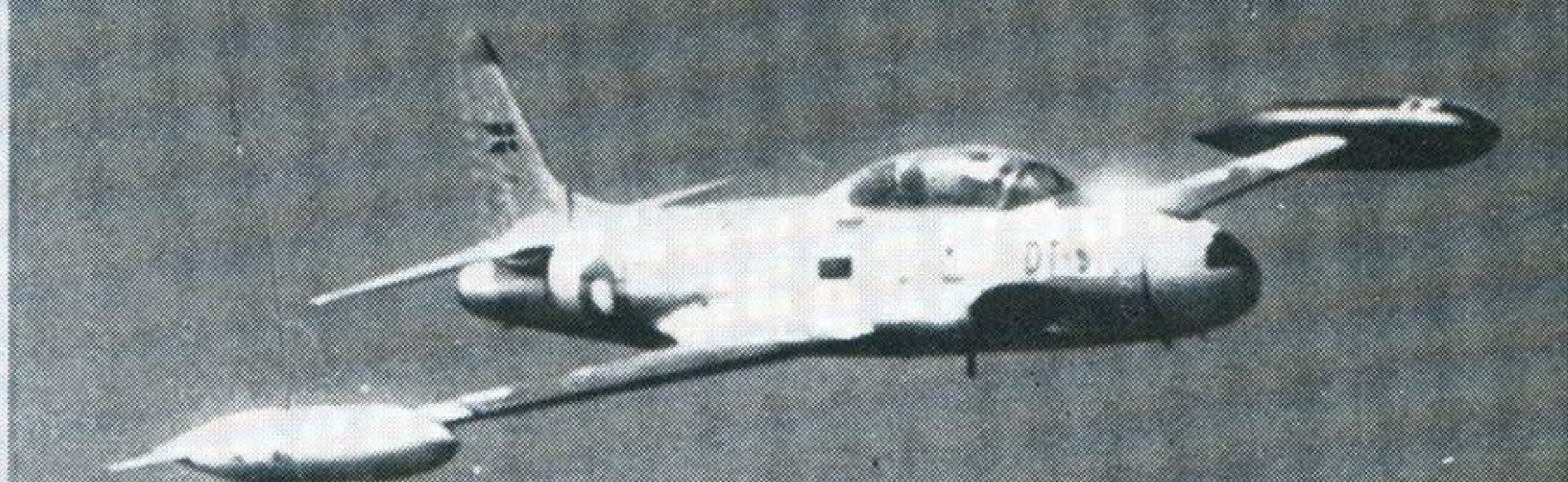
MACH TRAINER A few of the limited production Fokker S-14 jet trainers are currently flying in Holland.
Span 39 feet

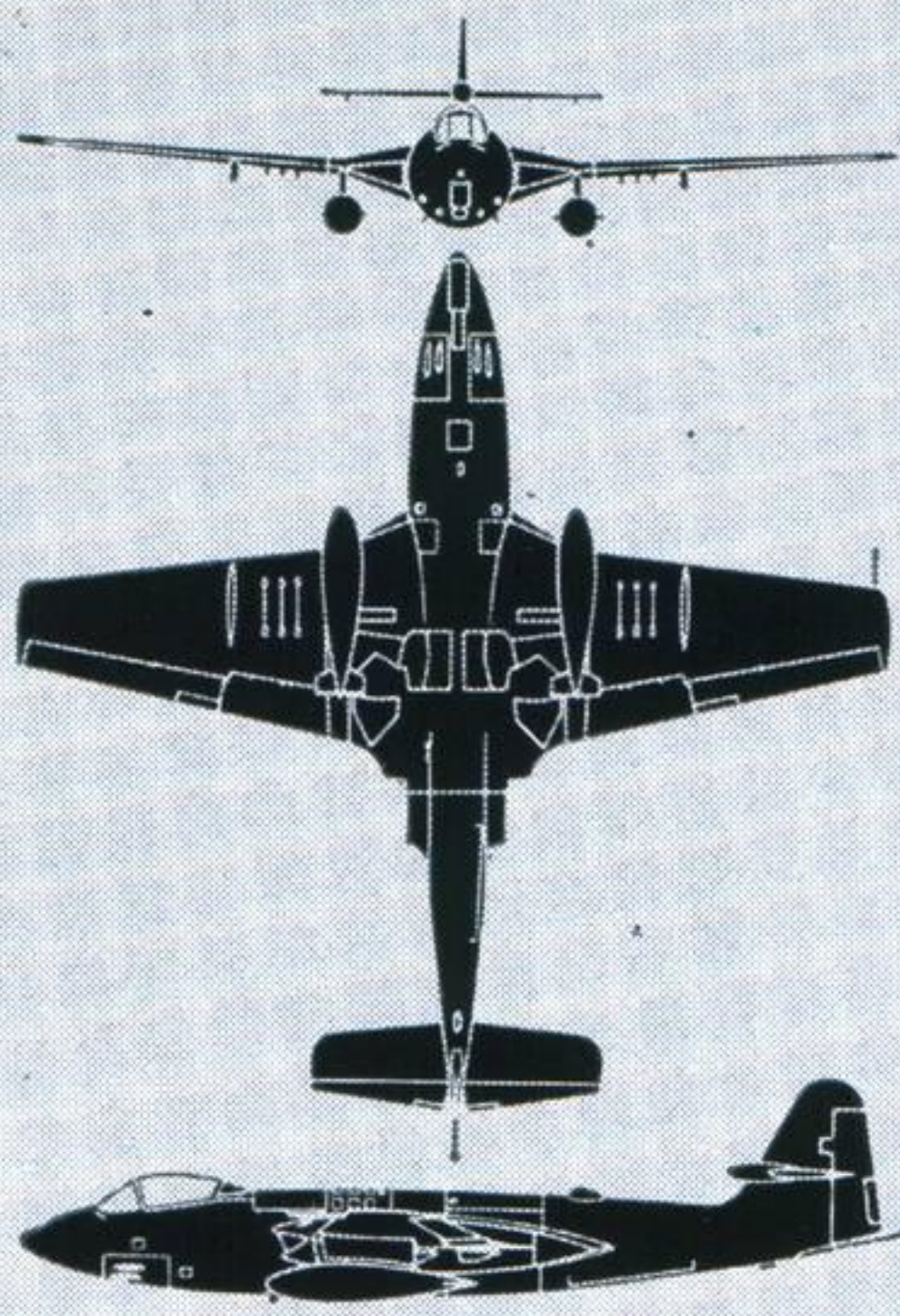


SAETA A Spanish two-seat jet trainer, E-14 of the Spanish Air Force, which is being produced in Egypt. The original design was by Professor Willy Messerschmitt as the Me200.
Span 34 feet

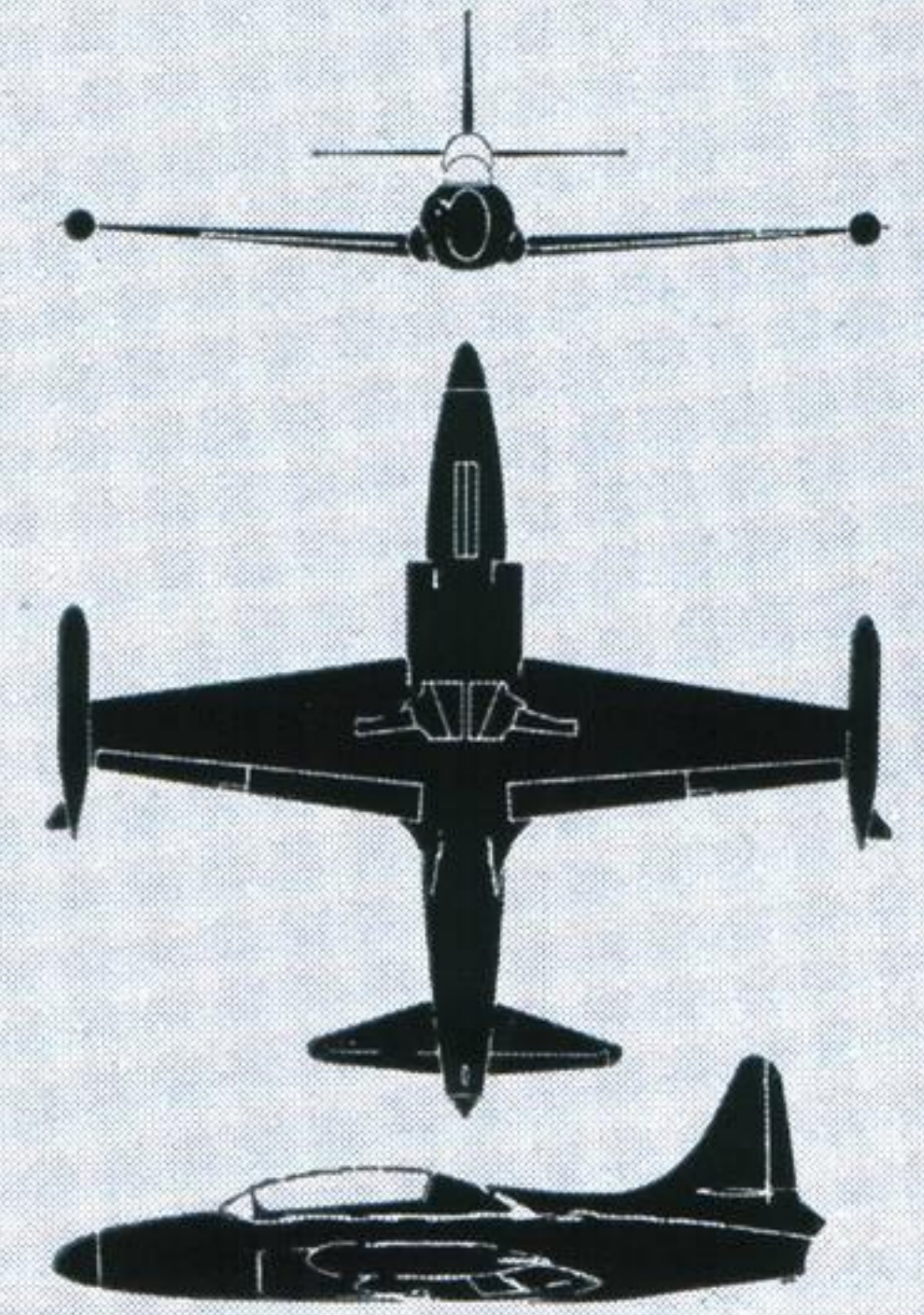


LOCKHEED T-33 A widely used jet trainer that was built in the U.S.A., Canada and Japan.
Span 38-40 feet according to fitting of wingtip tanks

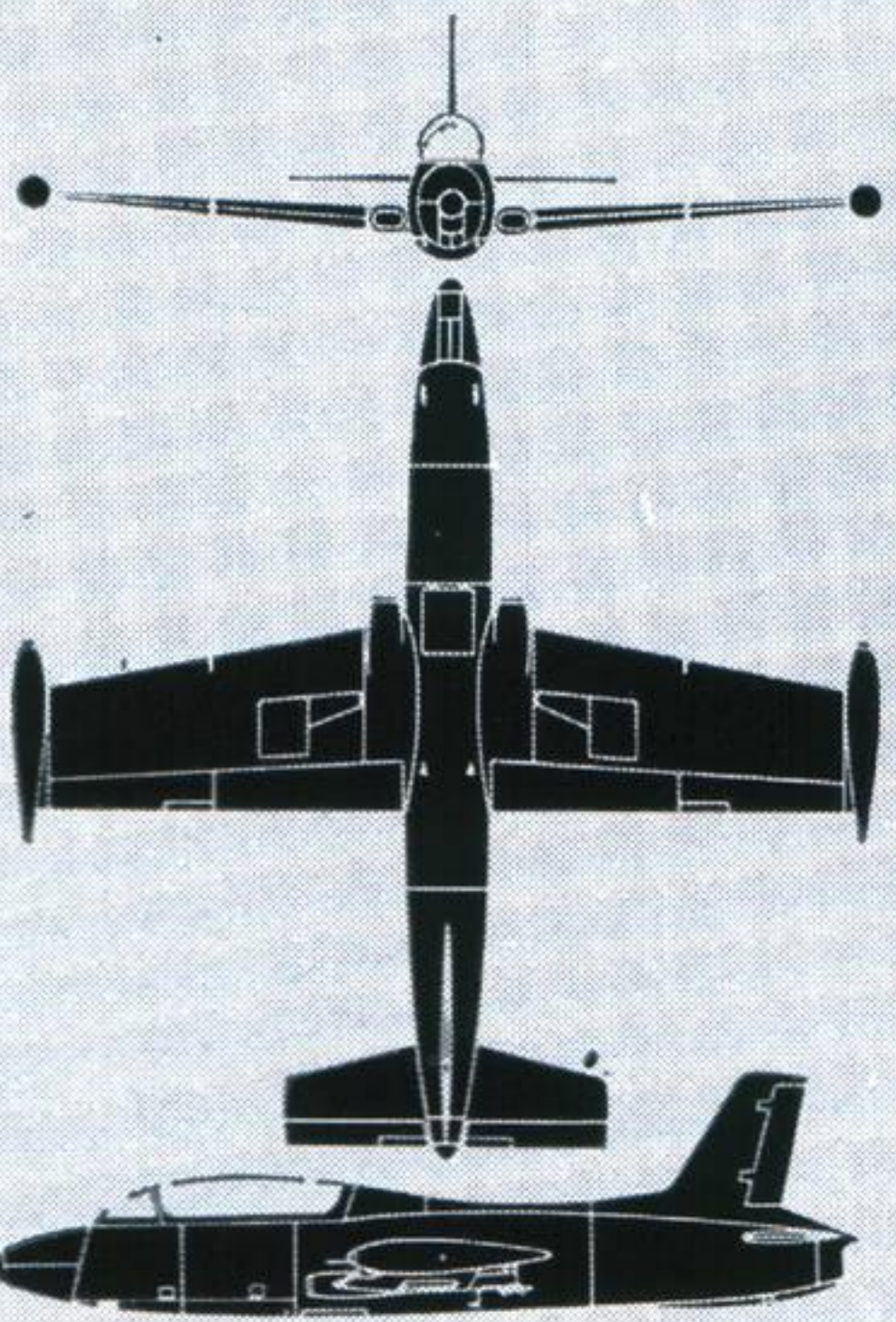




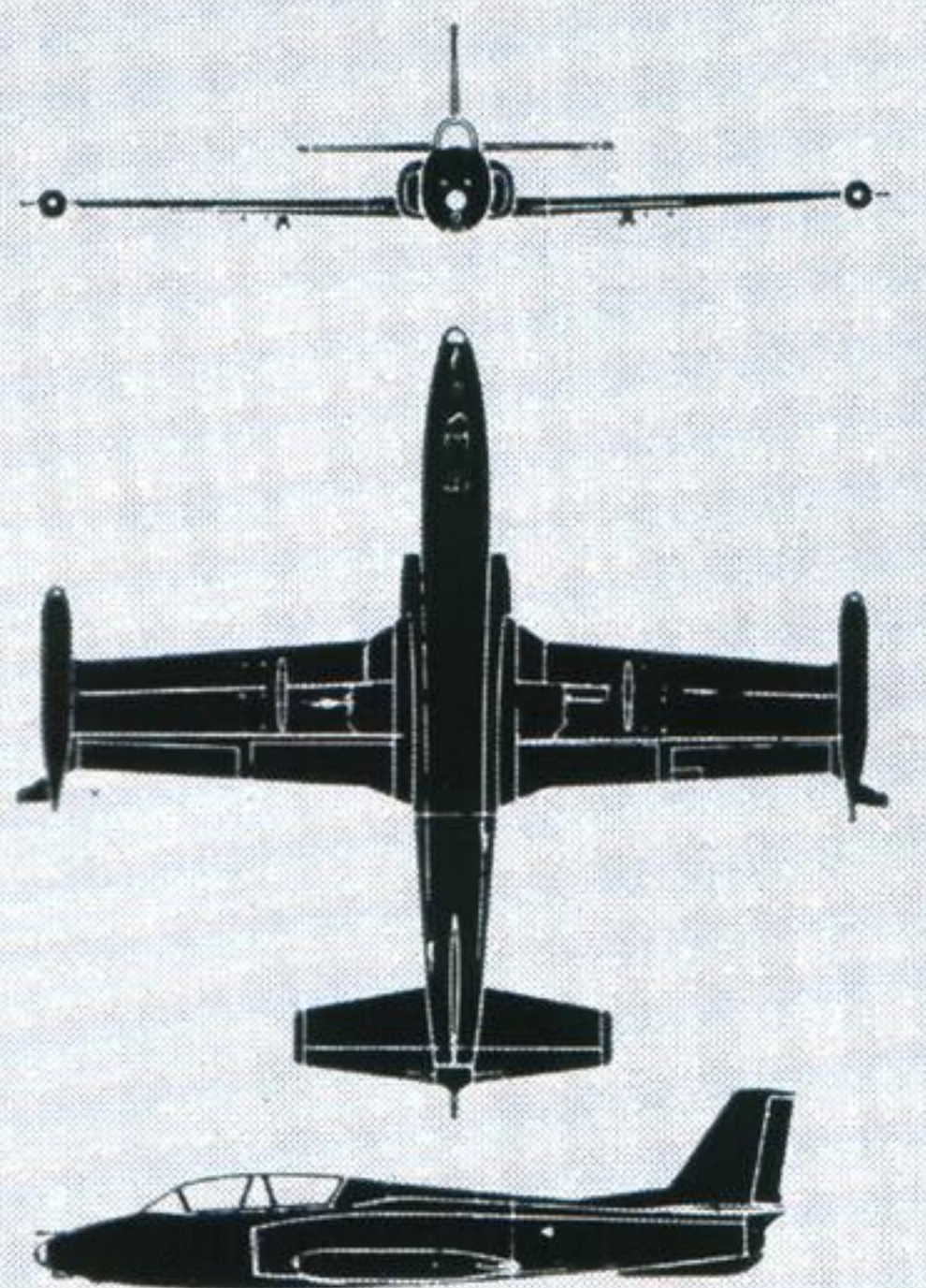
SEA HAWK While only a few of the F.G.A.6 version remain with the Fleet Air Arm, others of various versions are in Dutch, German and Indian service. Span 39 feet



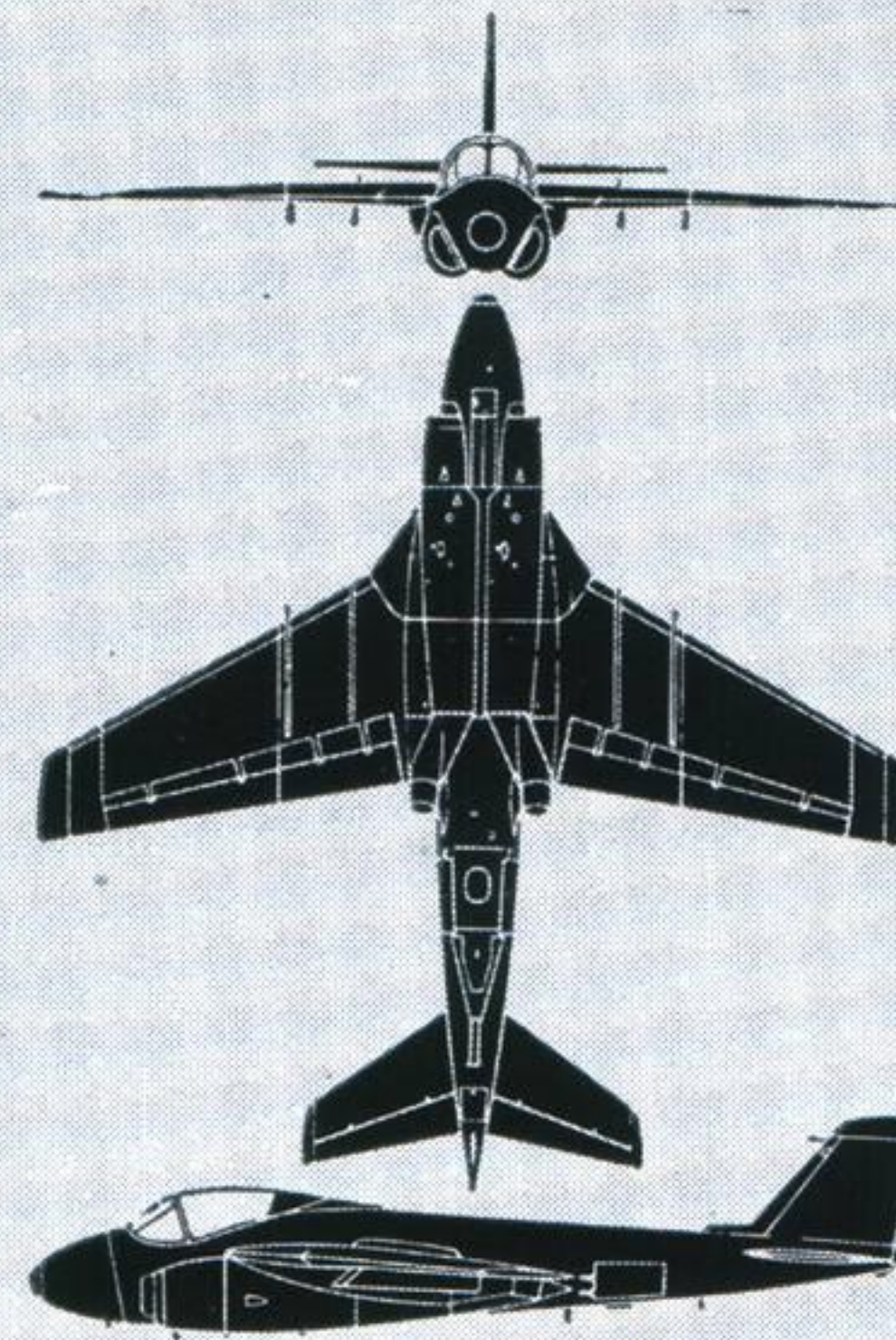
SEASTAR Developed from the Lockheed T-33, the Seastar provided the U.S. Navy with a multi-purpose aircraft and is currently used for training as their T-1A. Span 43 feet



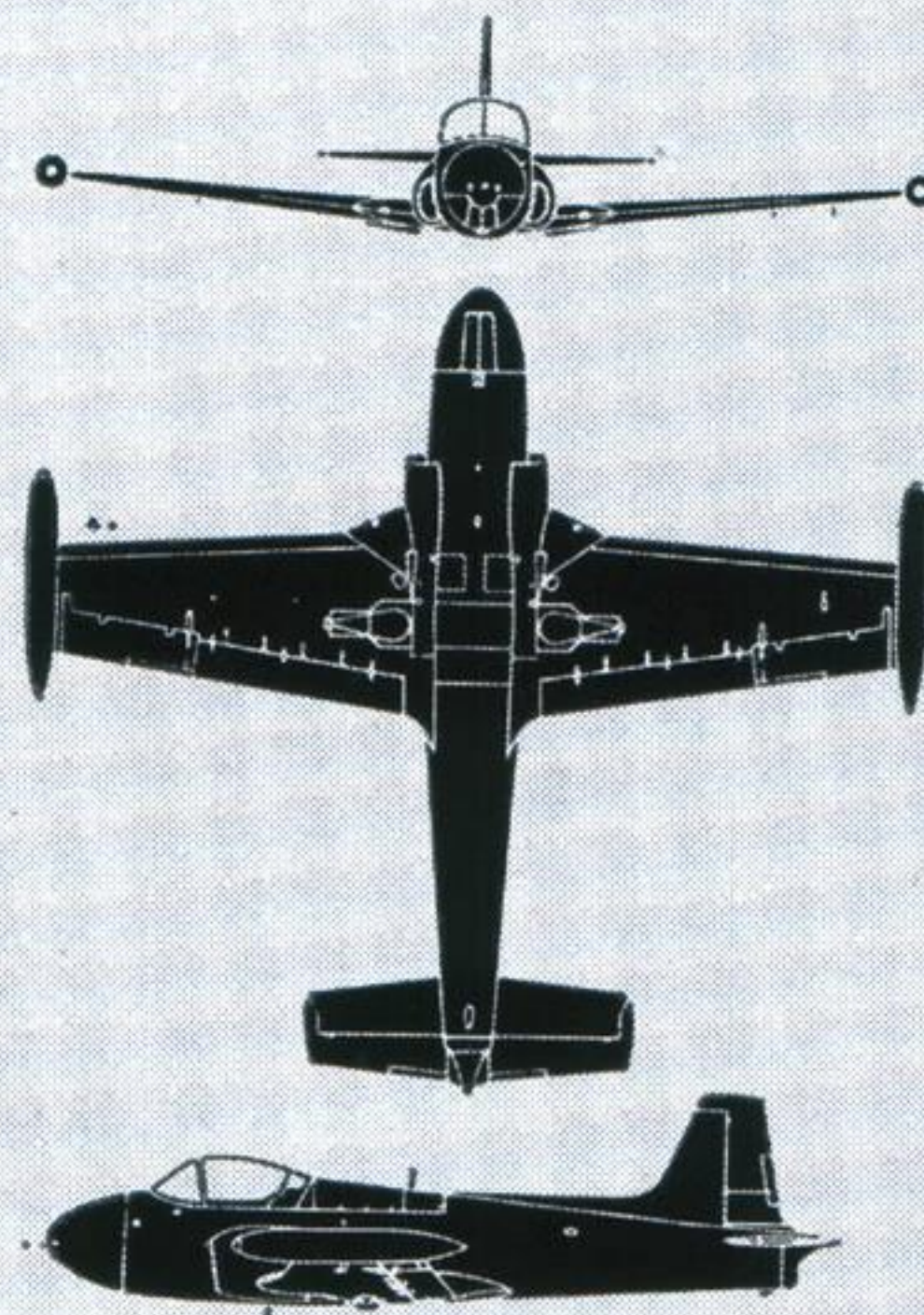
MACCHI MB326 An Italian-built jet trainer of which the Italian Air Force ordered 100 and Ghana and Tunisia lesser quantities. Span 33 feet



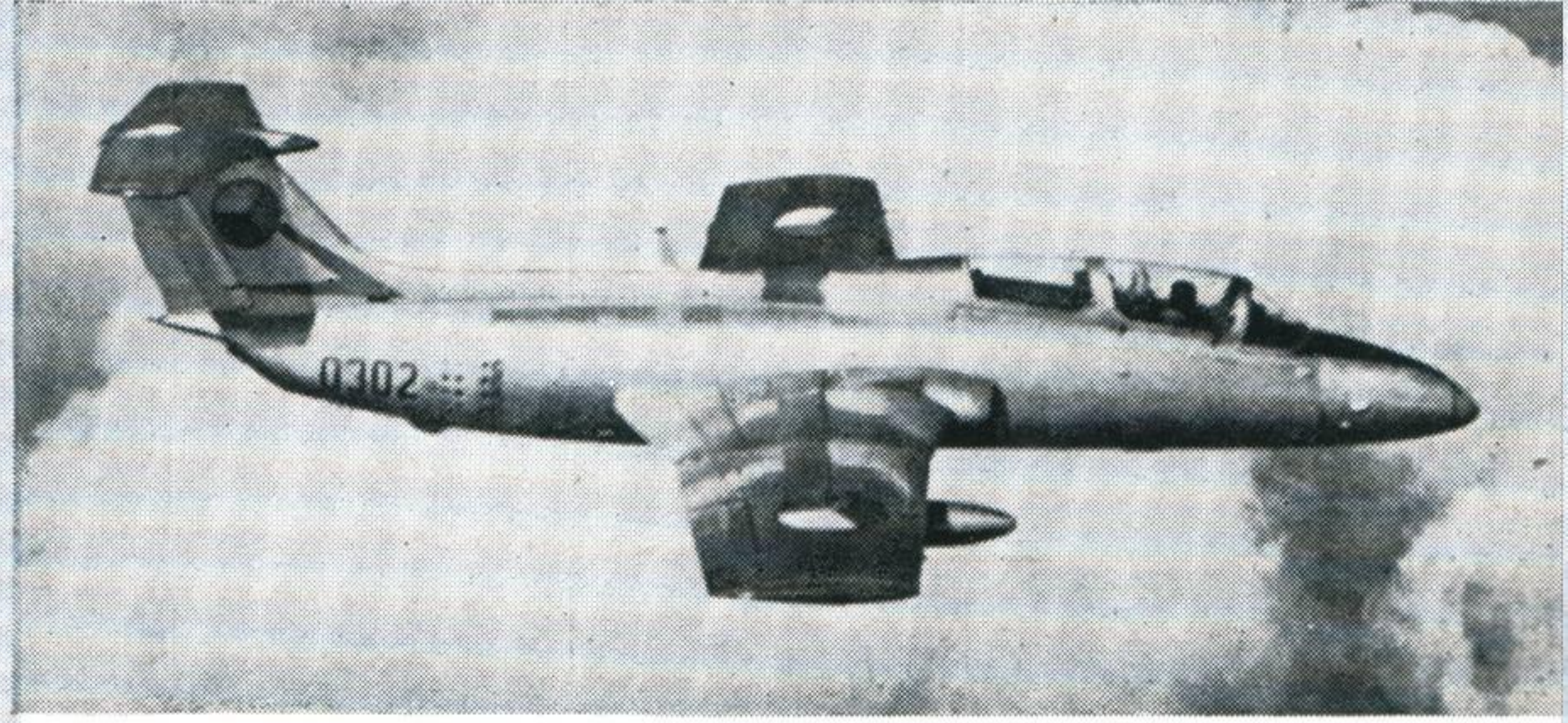
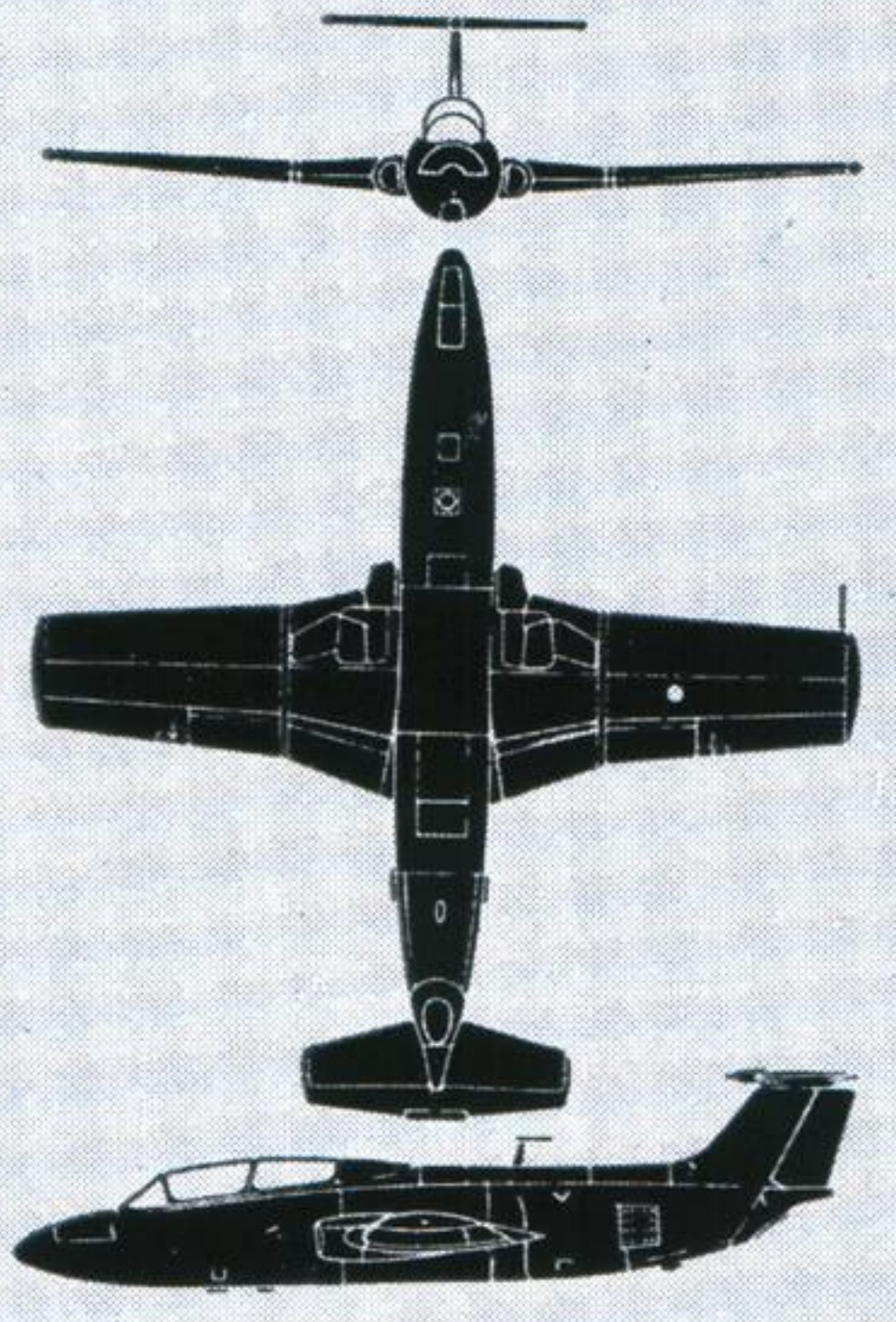
GALEB The Soko Galeb is the prototype of a jet trainer planned for service in the Yugoslav Air Force later this year. Span 34 feet



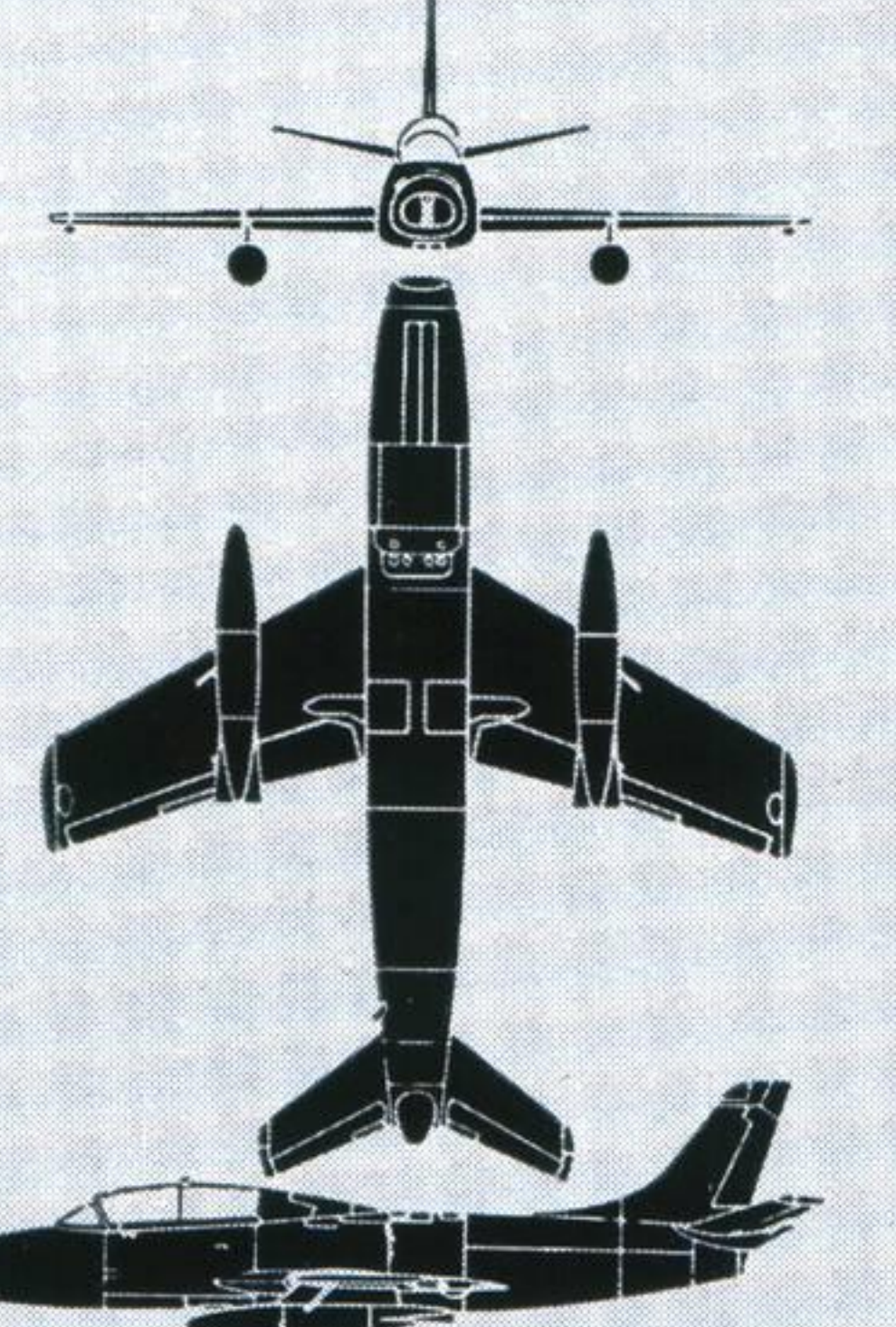
INTRUDER A shipborne attack aircraft, exclusive to the U.S. Navy as their A-6A, the Intruder can launch various weapons including Bullpup missiles. Span 53 feet



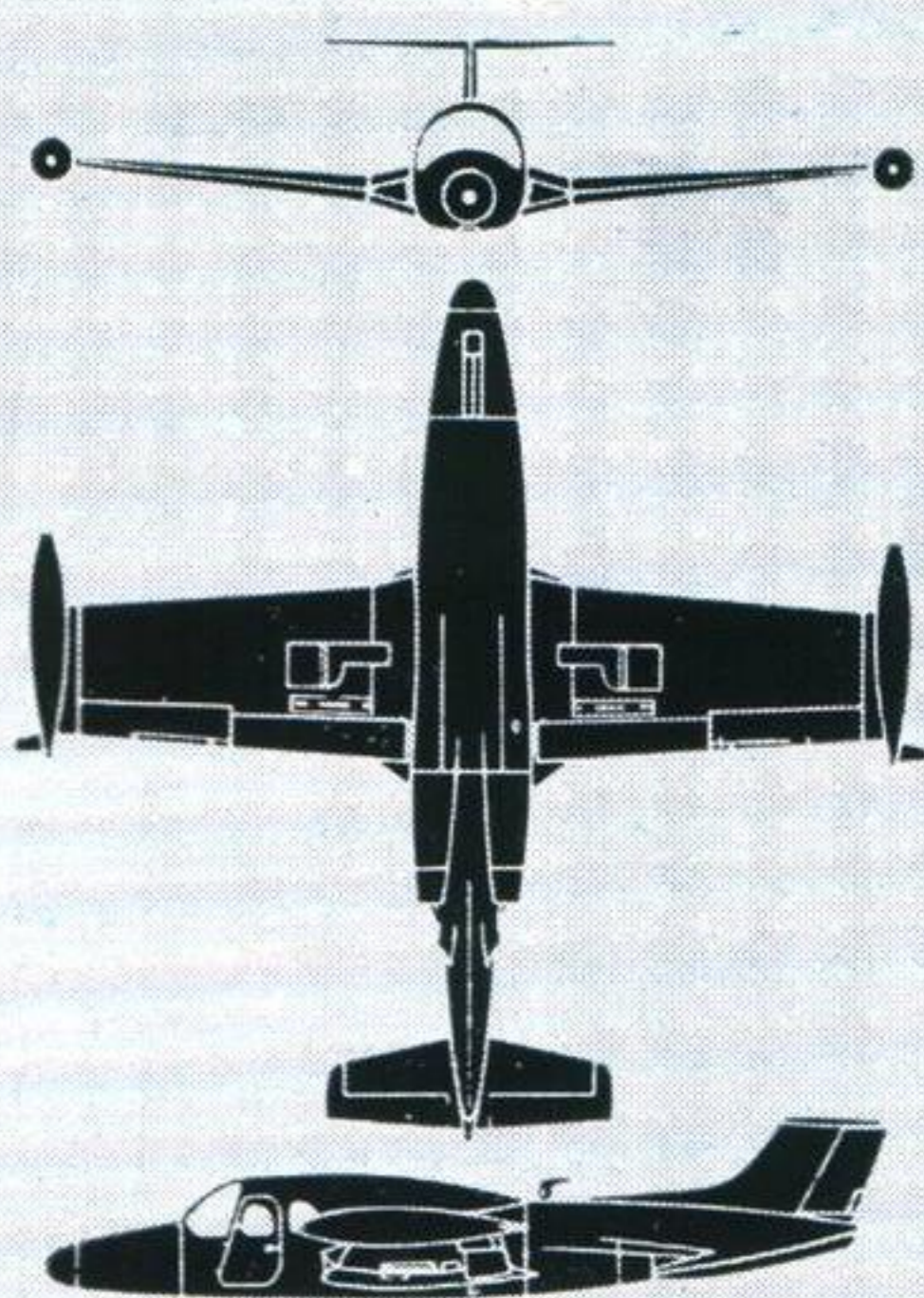
JET PROVOST Standard jet trainer of the R.A.F. in T.3 and T.4 versions, similar in outline. Exports, including armed versions, have been made to Ceylon, Iraq, Kuwait, Sudan and Venezuela. Span 37 feet



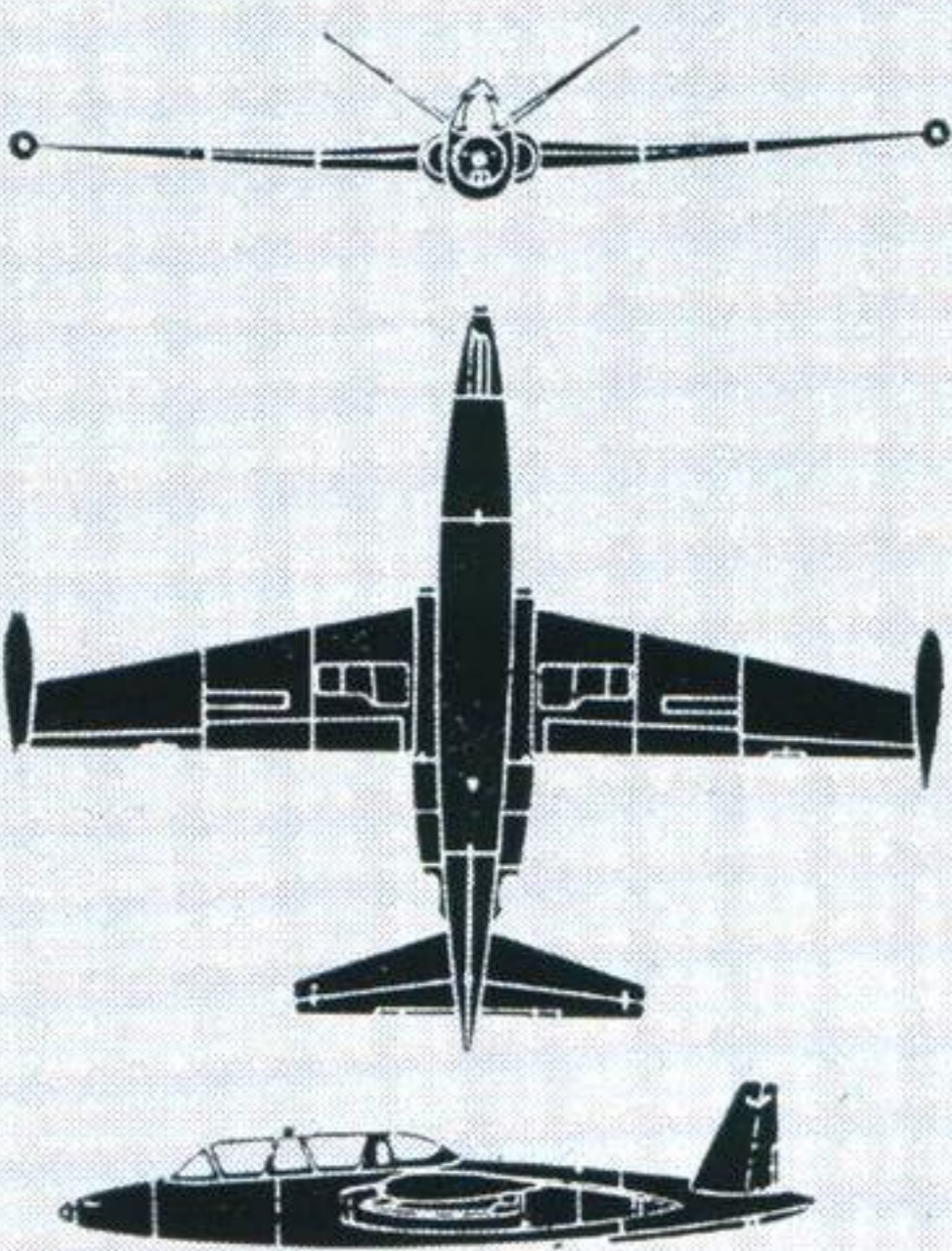
DELFIN The L-29 Delfin jet trainer is being built in Czechoslovakia for the Czech Air Force. Span 34 feet



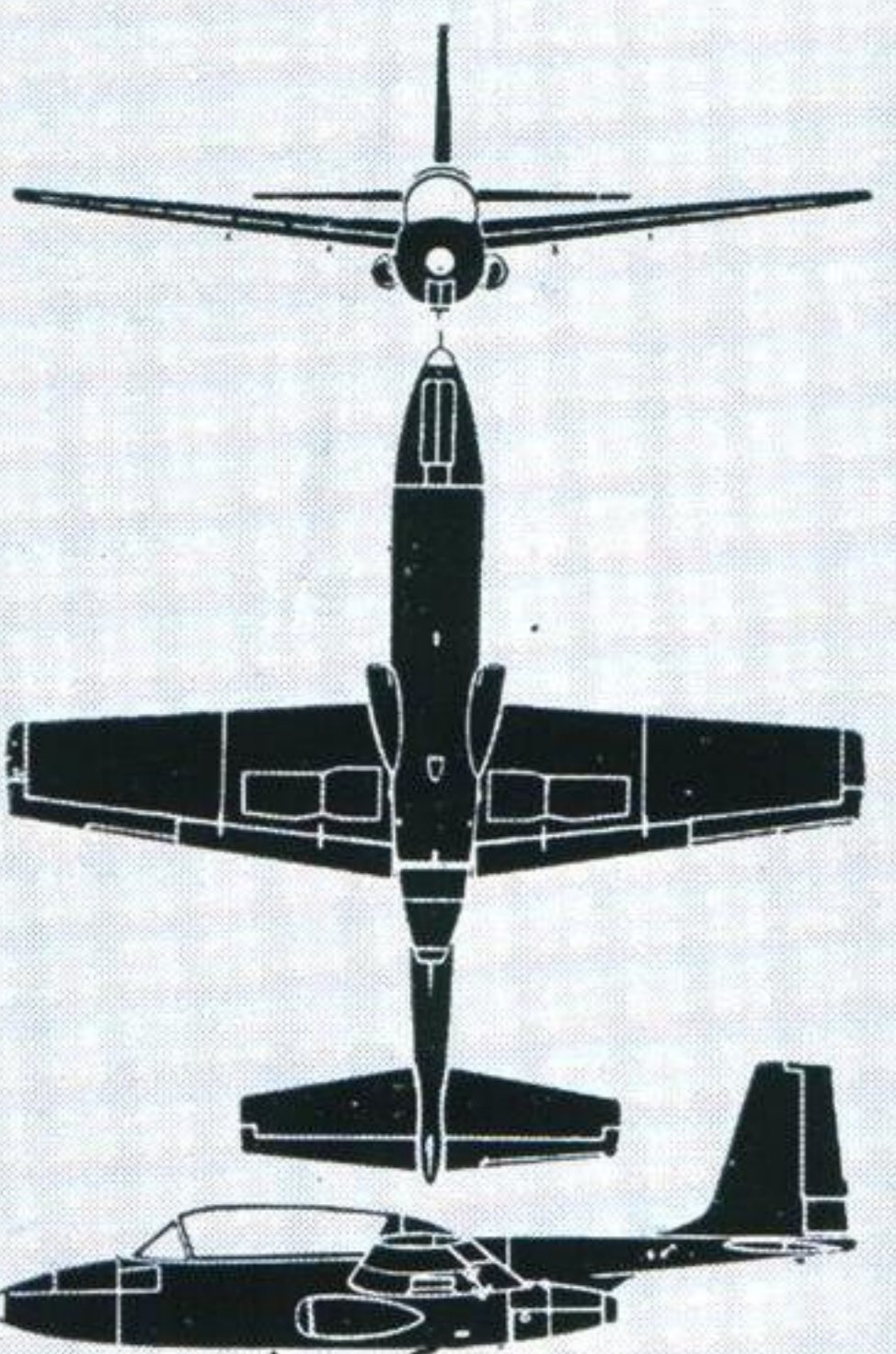
FUJI T1F2 A jet trainer built in Japan produced in two versions according to power unit fitted. Armament, including Sidewinder missiles, can be carried. Span 34 feet



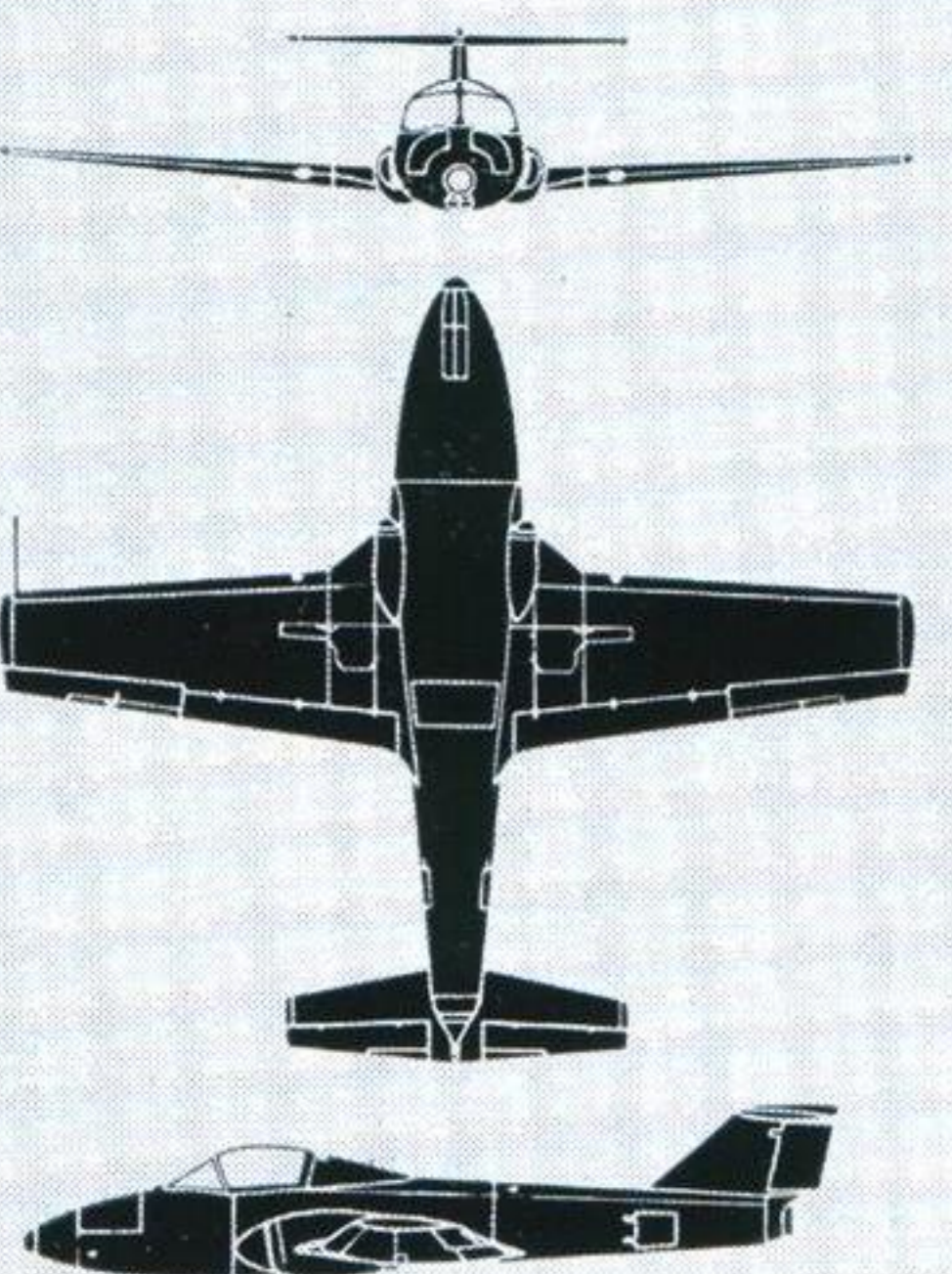
PARIS This French twin-jet aircraft is produced in several versions according to role as a jet trainer with armament to a six-seat light executive transport. Span 33 feet



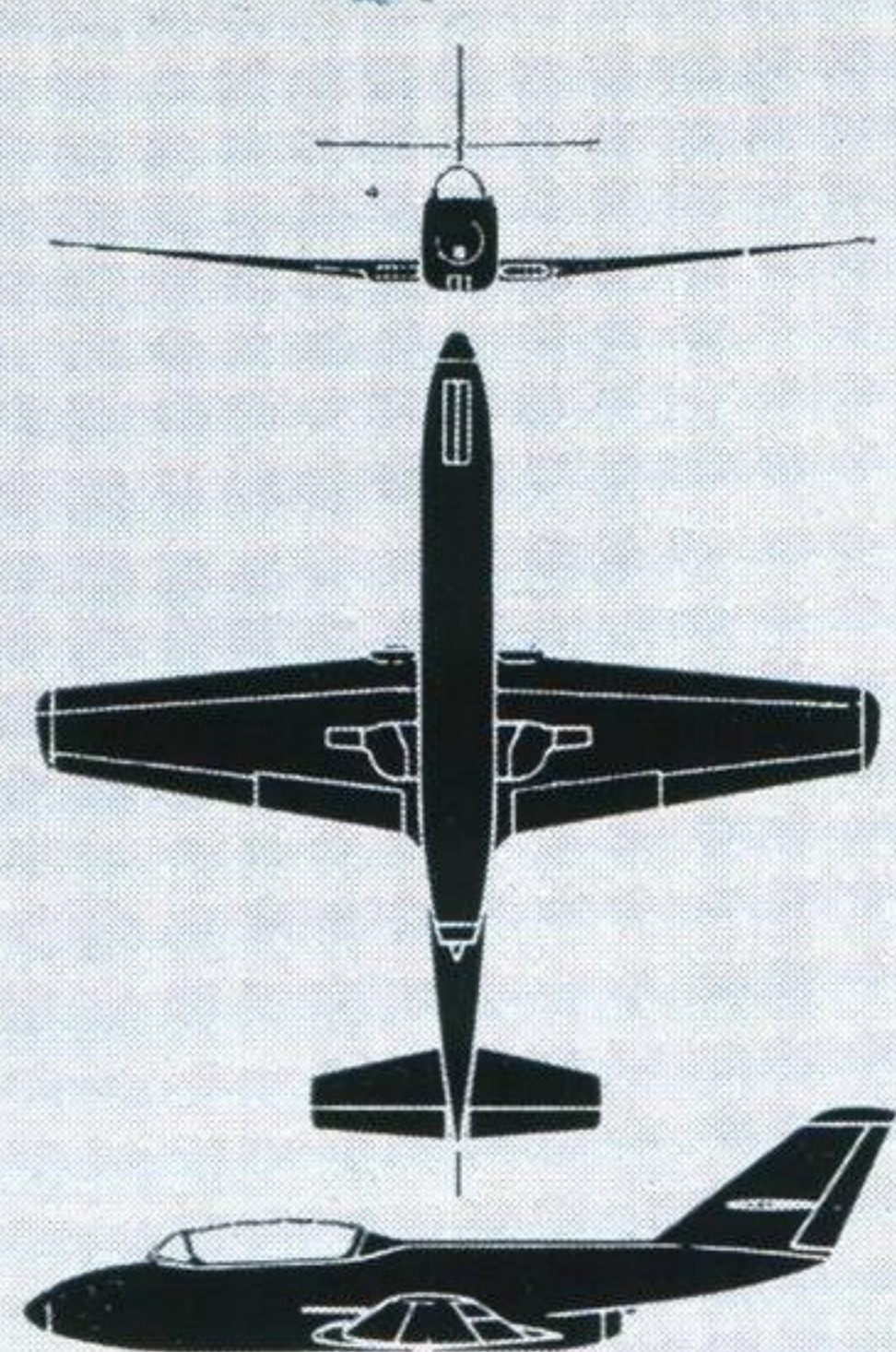
MAGISTER Built in France, Germany, Finland and Israel, the Magister has been exported to many other countries in jet trainer (silhouette), executive (photo) and naval training version as the Zephyr (as silhouette but with arrestor gear). Span 37 feet



PINTO Limited order jet trainer for the U.S. Navy as the Temco TT-1. Now believed in store. Span 30 feet



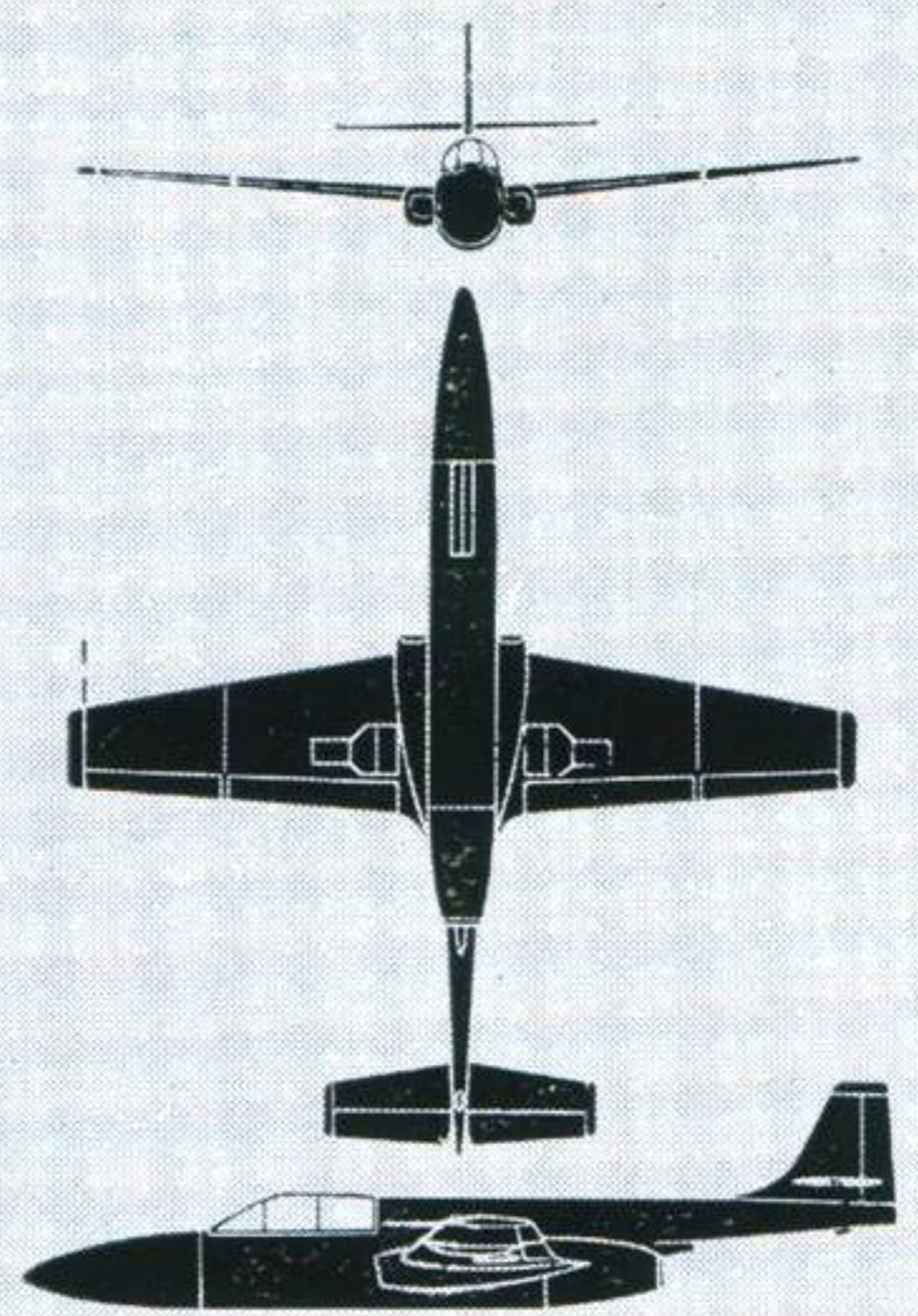
TUTOR A two-seat jet trainer developed by Canadair for the R.C.A.F. is available for ground attack and photo-reconnaissance roles. Span 36 feet



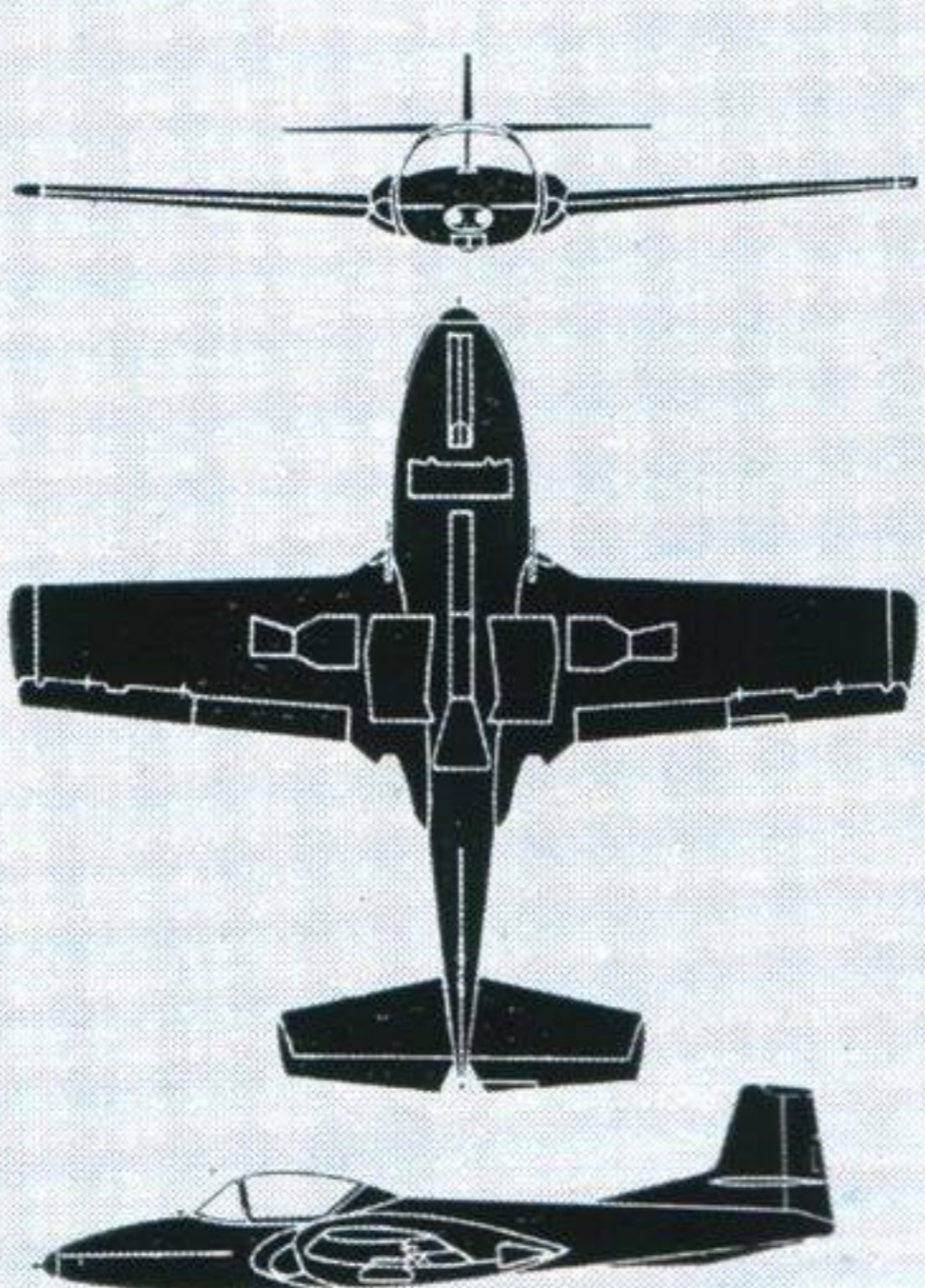
MAGNUM A two-seat jet trainer, the Yak-30 has the Tripartite name of Magnum and a single-seat version the name Mantis. Span 32 feet



COBRA A two-seat light jet touring aircraft the Cobra 400 has been produced by the Procaer company of Italy who now plan a four-seat version. Span 28½ feet



ISKRA Produced in Poland, the Iskra tandem seat jet trainer has nose armament and attachments are fitted for the carriage of underwing stores. Span 33 feet



CESSNA T-37 Jet trainer of the U.S.A.F. and five other air forces, this aircraft can be adapted as a light attack aircraft. Span 34 feet



FIAT G82 Limited production Italian jet trainer superseded in service by the G91T. Span 39 feet



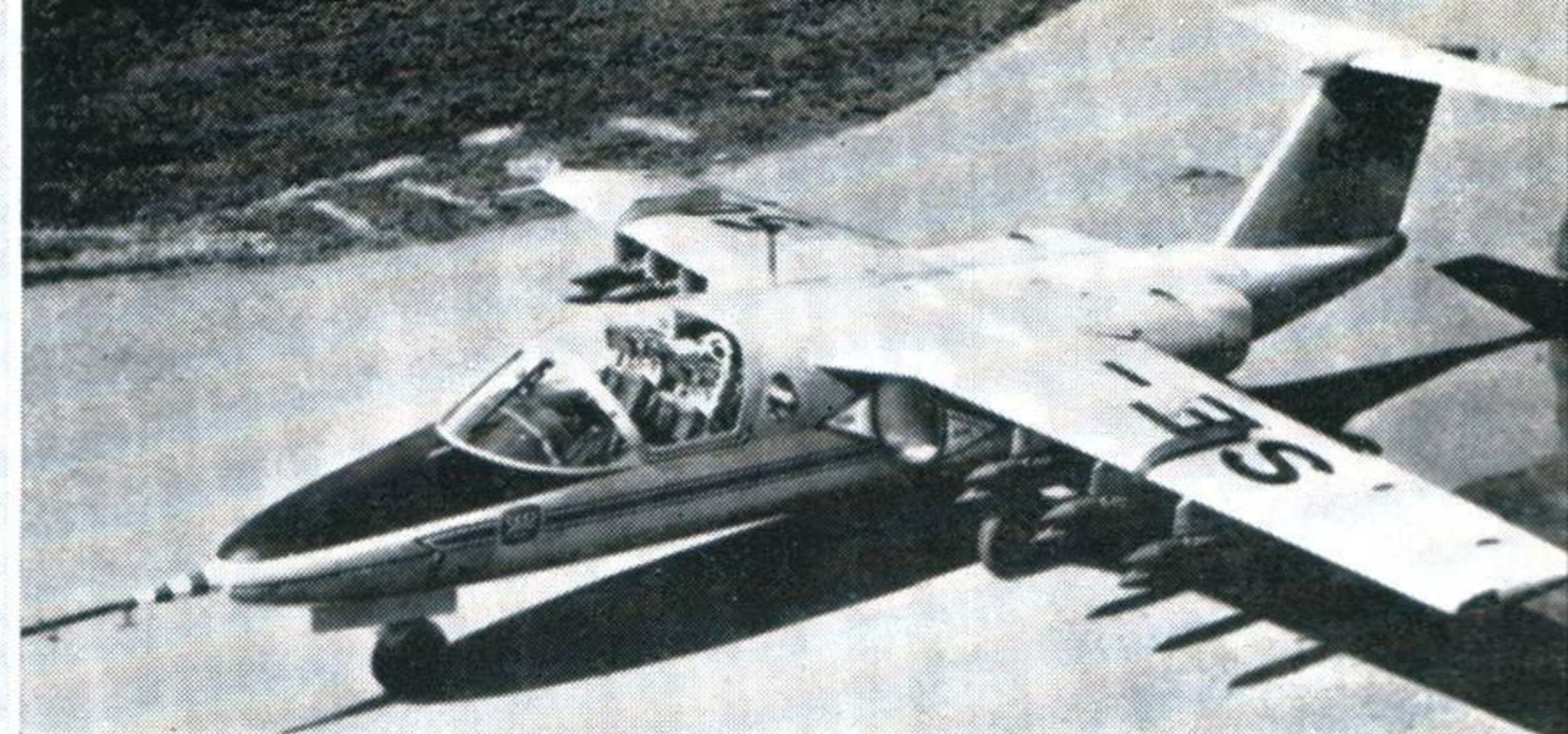
GANNET Anti-submarine versions of the Gannet serve the Australian, Federal German and Indonesian Navies and the Royal Navy still have A.S.4, T.5 and A.S.6 versions on charge. Span 54 feet



ALIZÉ Produced by Breguet the Alizé (Trade-wind) is a carrier-borne anti-submarine aircraft for the French Navy (81 delivered) and Indian Navy (17 delivered). Span 51 feet



BEAVER The Canadian DHC-2 Beaver is in use world-wide including the British Army as Beaver A.L.1 and in the U.S. Army as U-6A. Models may be fitted with float or ski undercarriage. Span 48 feet



SAAB 105 This new Saab jet trainer of which 130 have been ordered for the Royal Swedish Air Force, can be used as a light ground attack aircraft. Span 31 feet



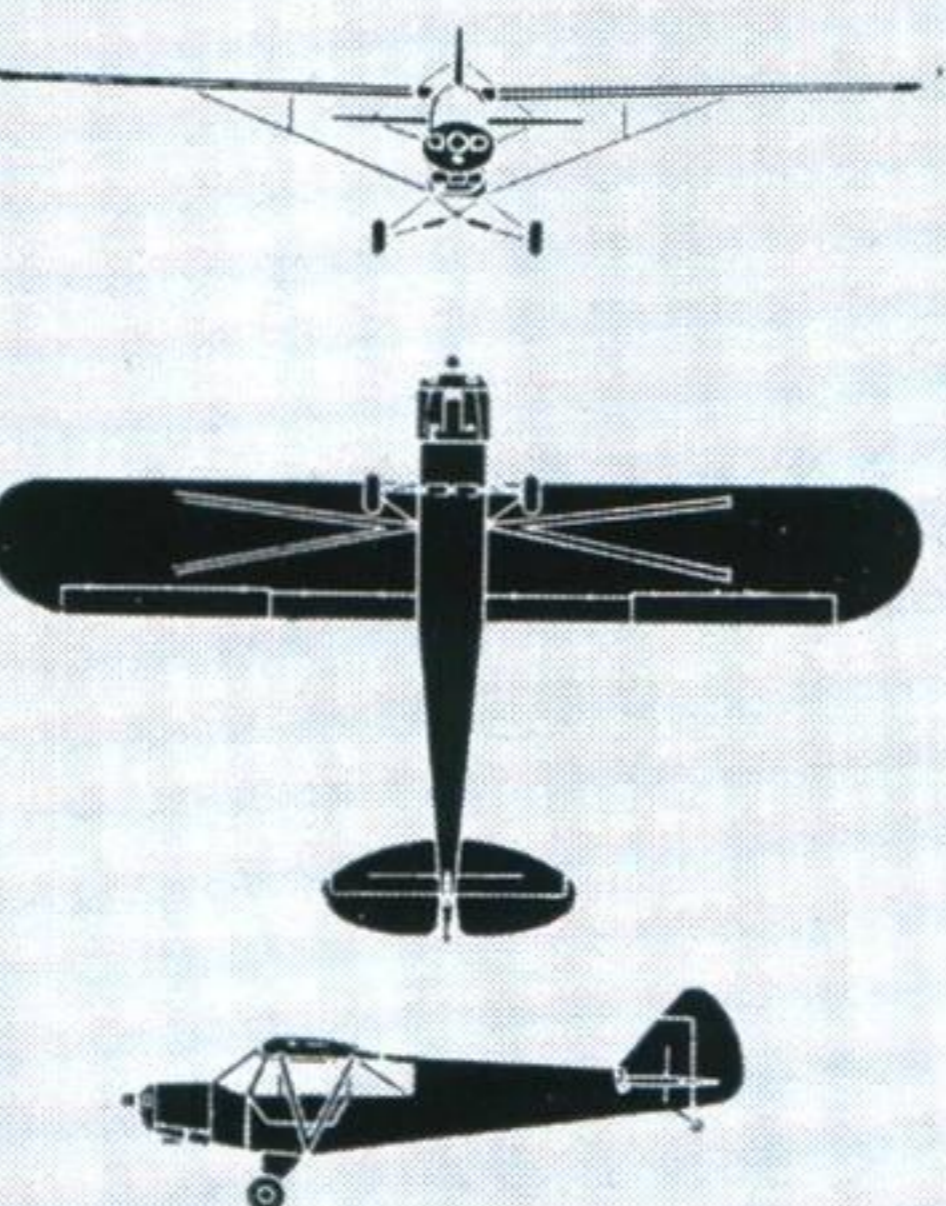
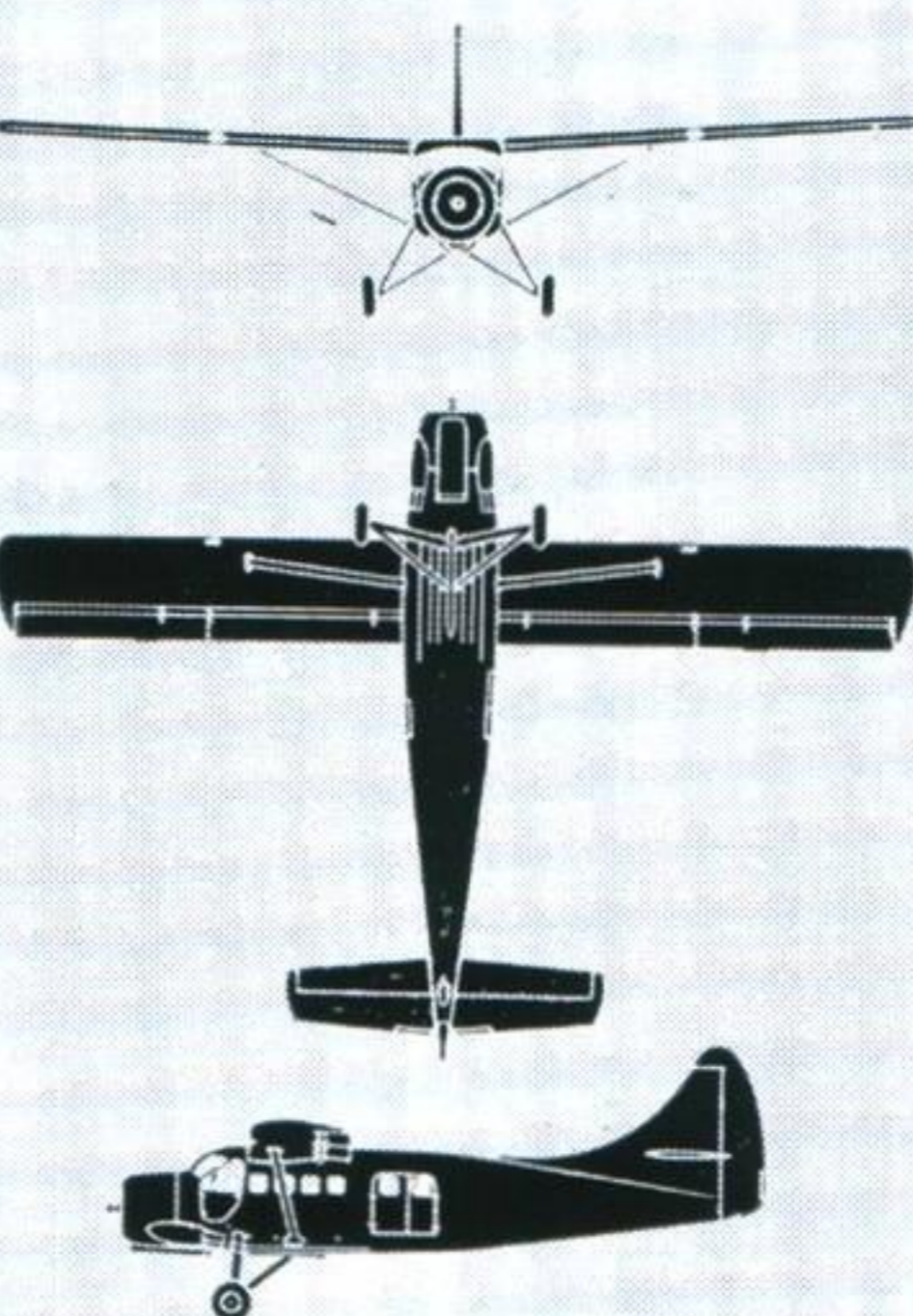
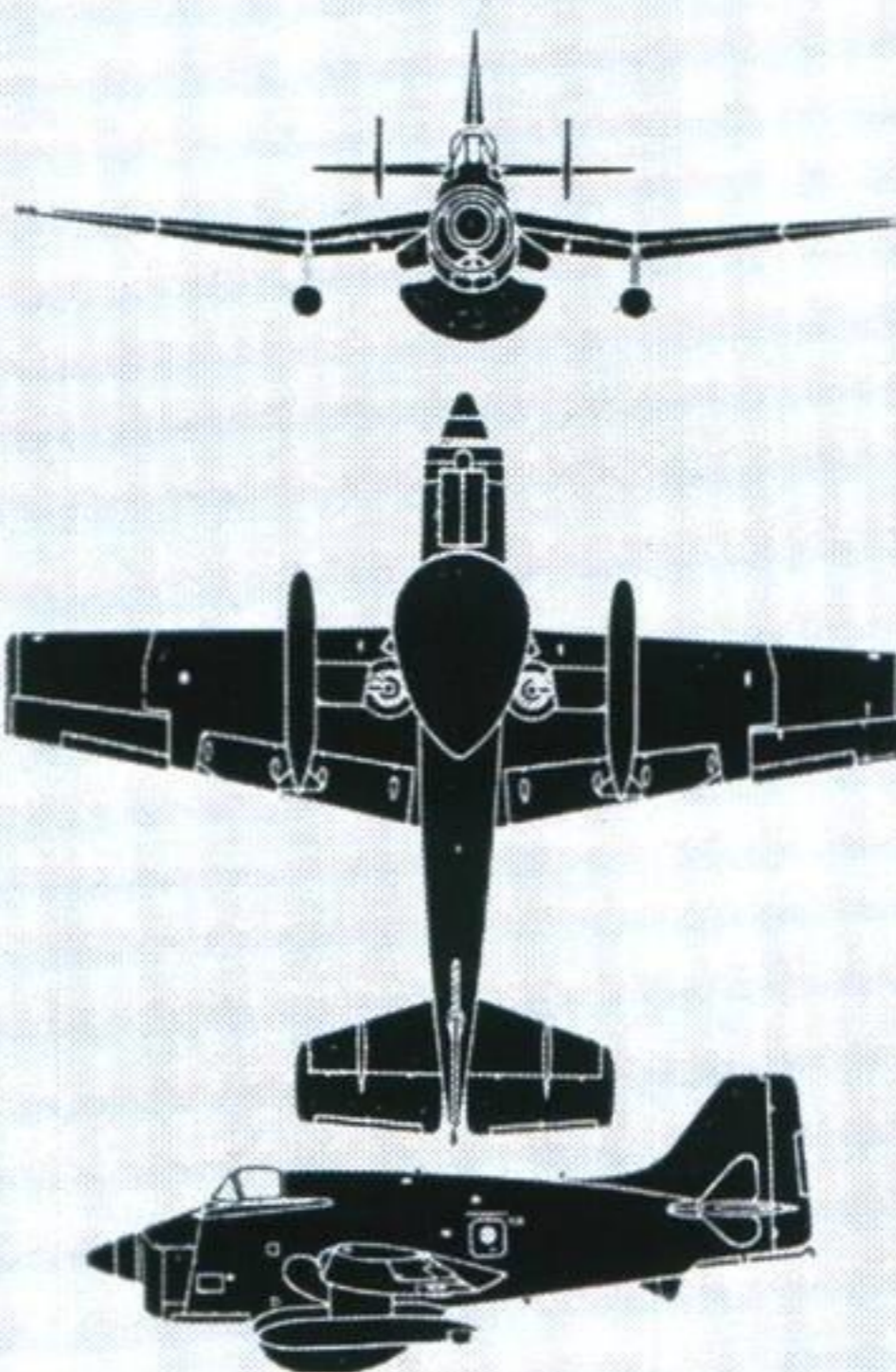
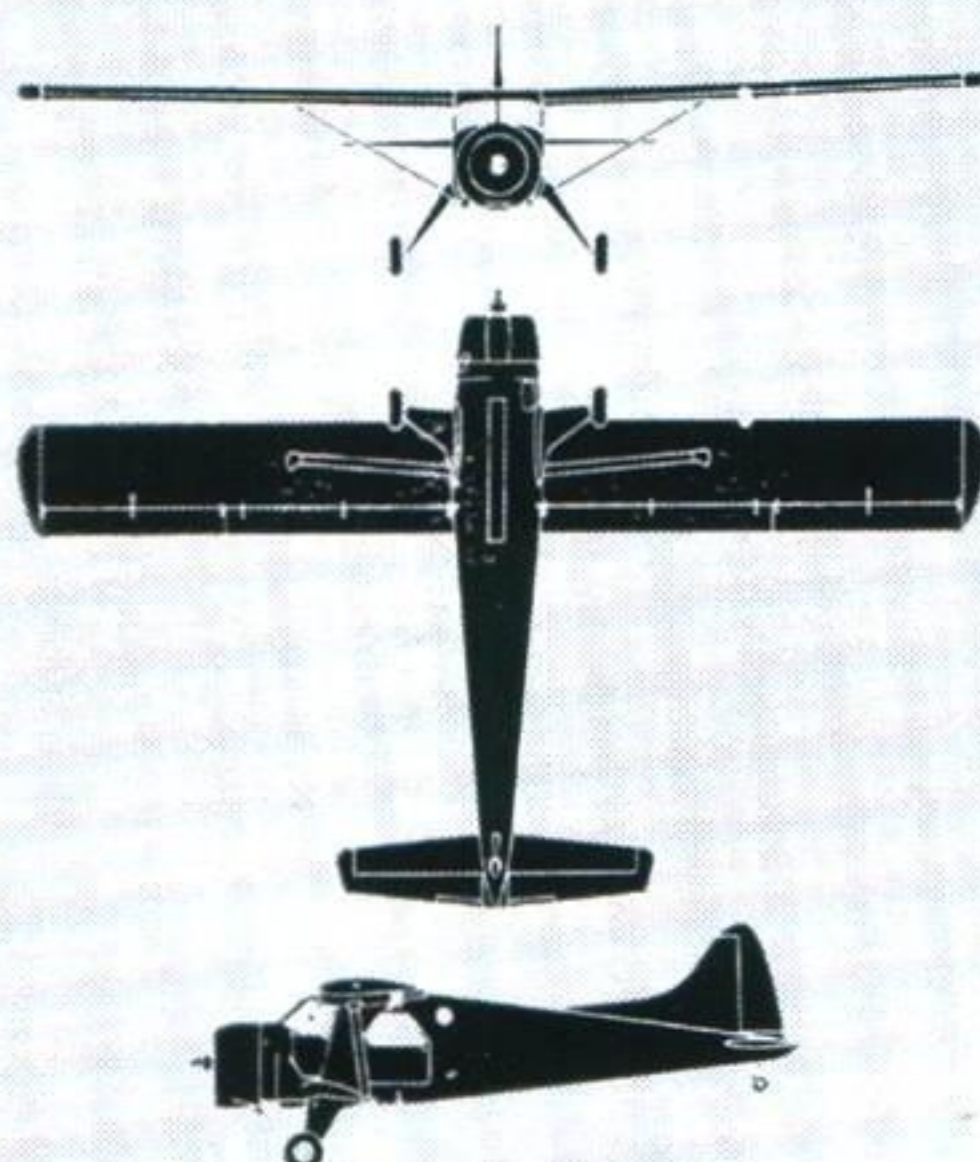
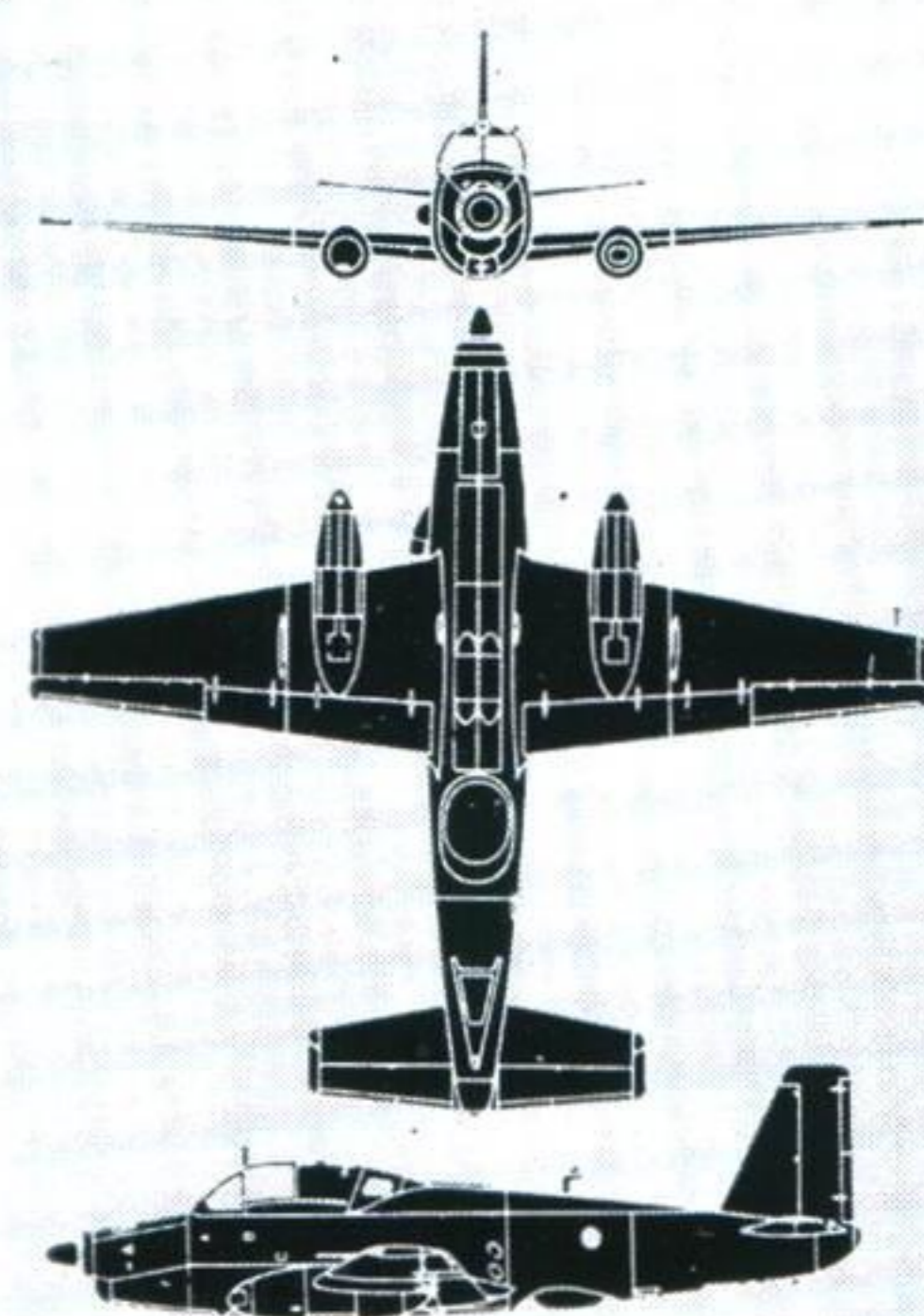
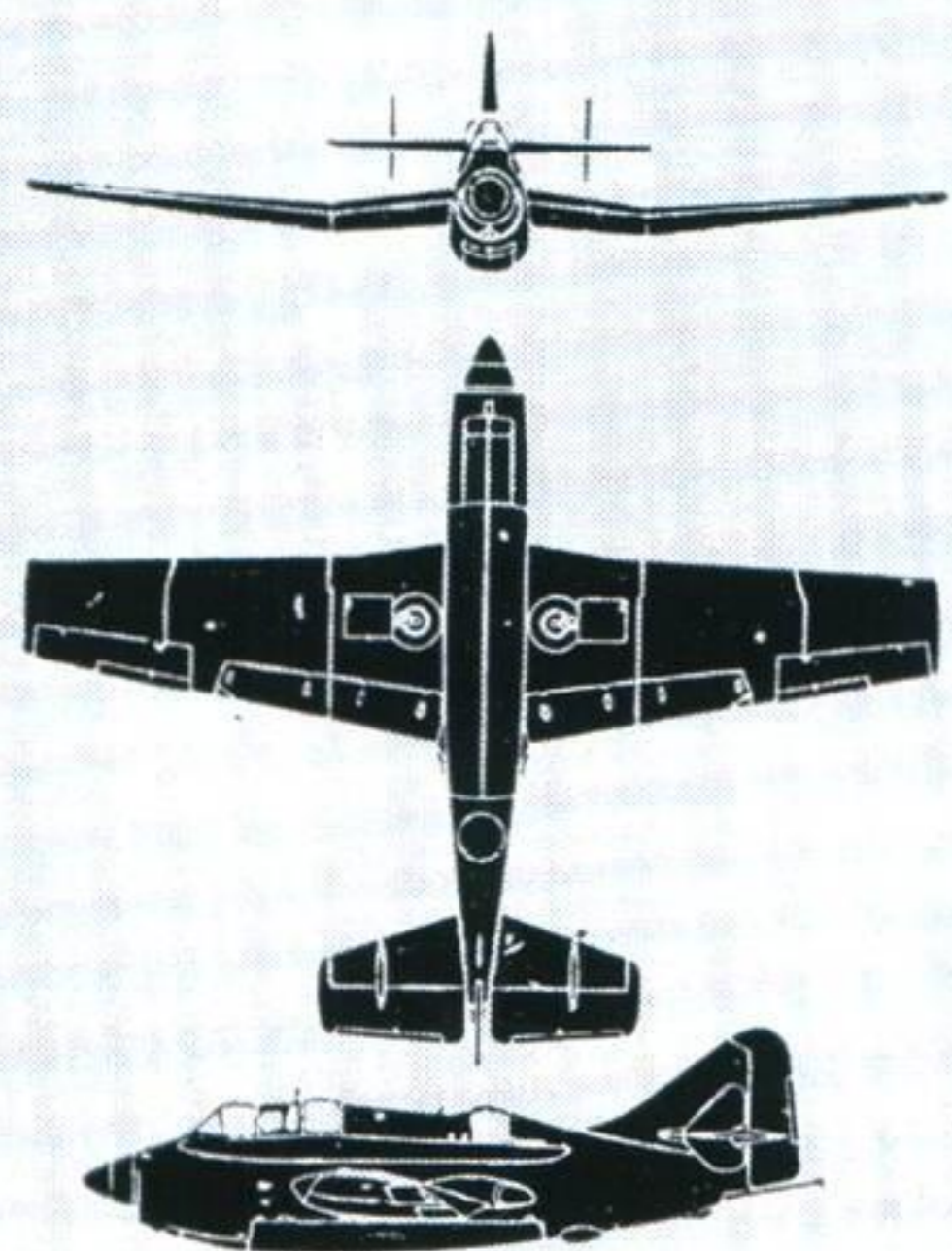
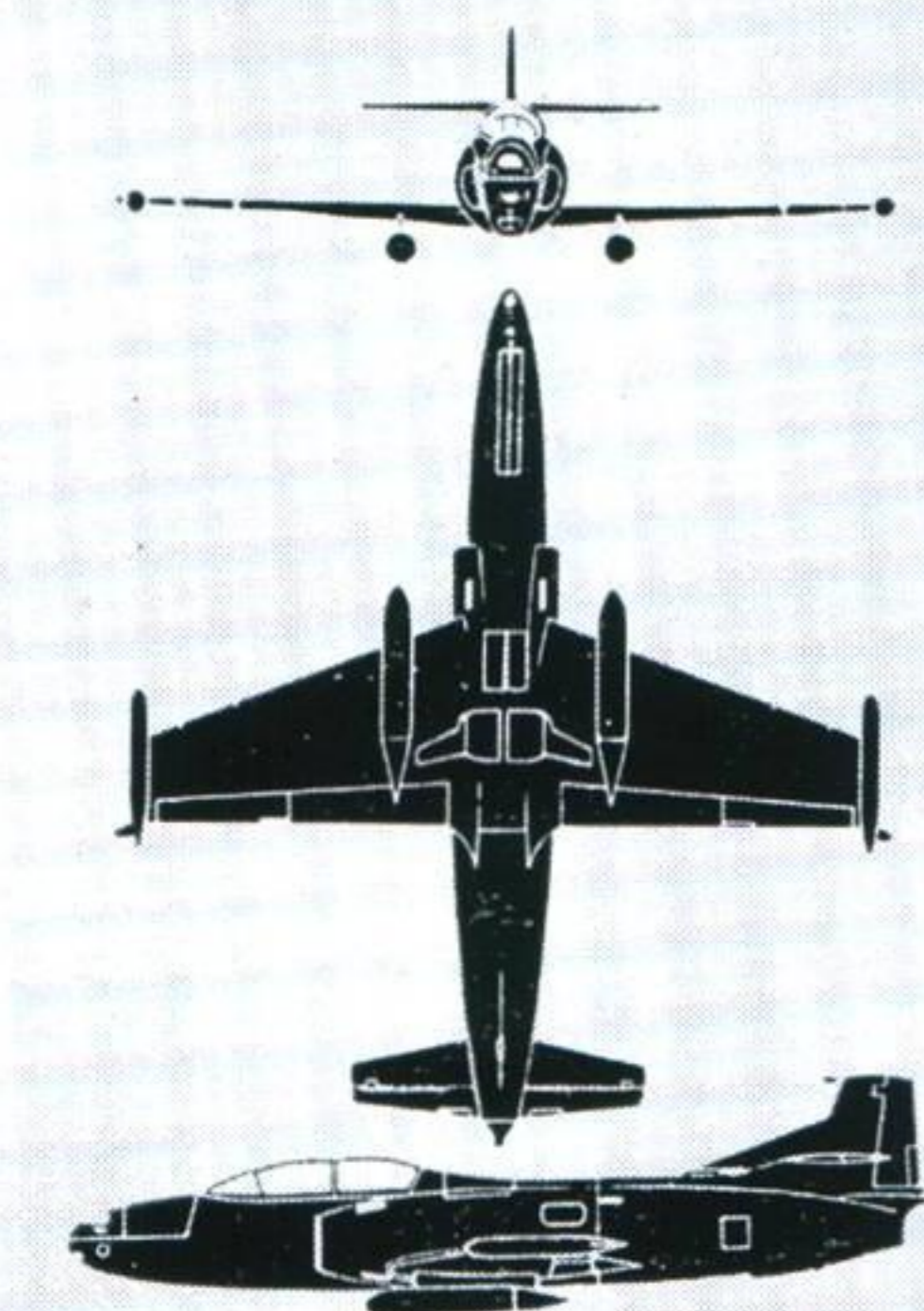
GANNET A.E.W.3 The airborne early warning version of the Gannet, exclusive to the Royal Navy, can be distinguished by its large under-fuselage radome. Span 54 feet

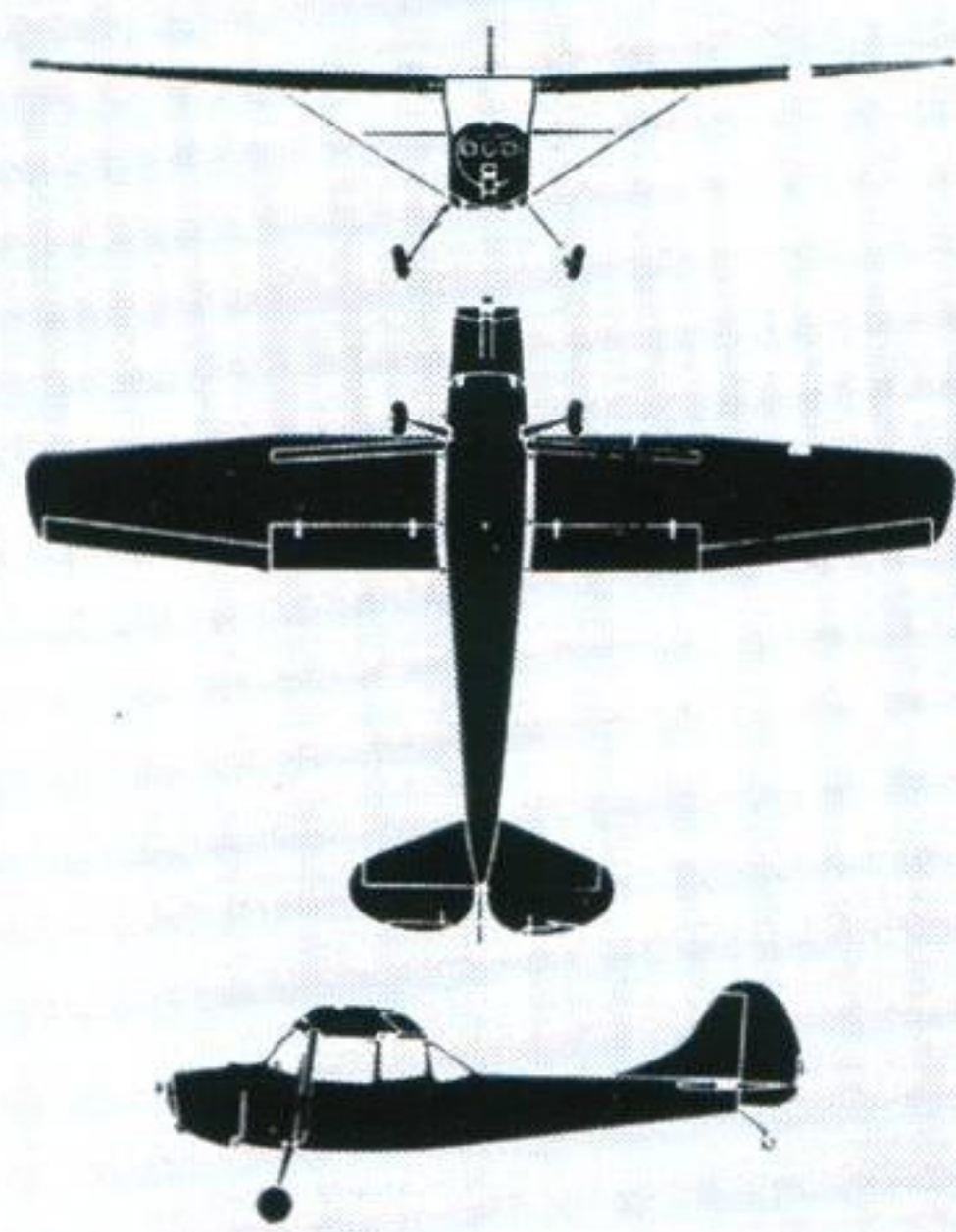


OTTER The Canadian DHC-3 Otter, U-1 of the U.S. Army, is in use widely. Some 500 have been built of which more than half were for military service with wheel, float or ski-type undercarriage. Span 58 feet



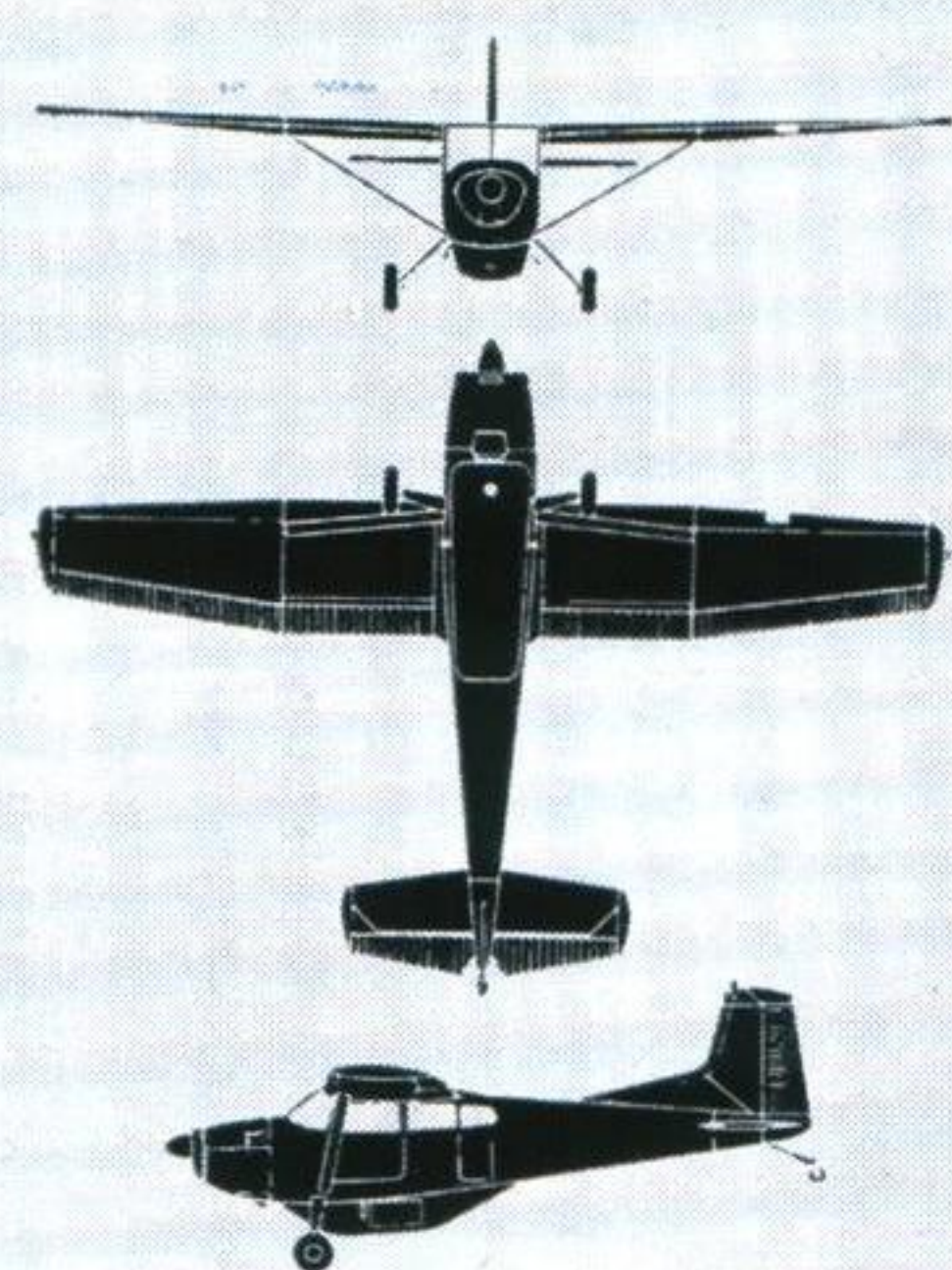
PIPER CUB Of nearly 20,000 Cubs built, 5,000 for military service, many remain in use in both civil and military roles. Photo shows an example in Danish service. Span 35 feet





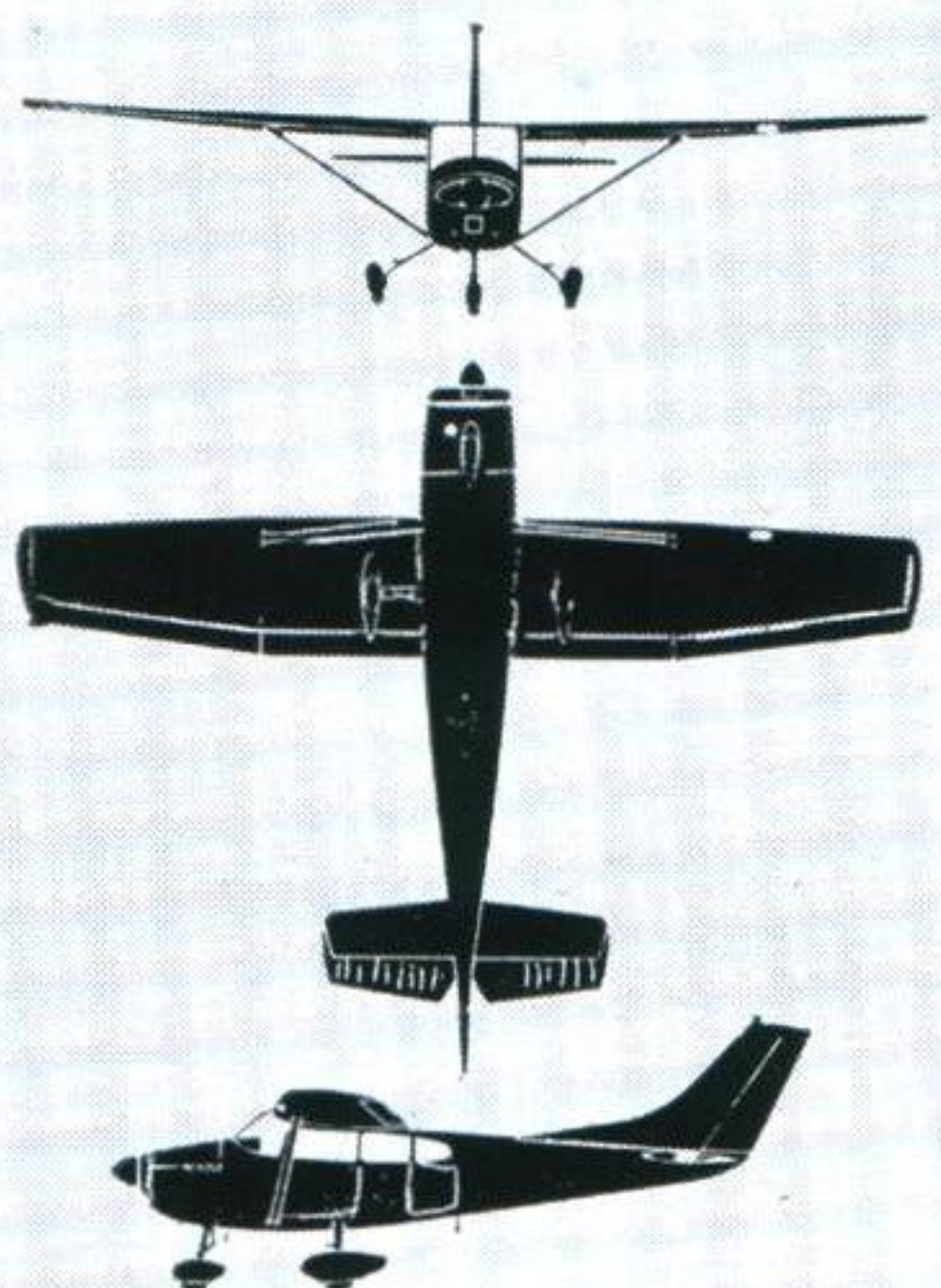
BIRD DOG Proven on the Korean battlefields over 3,300 Bird Dogs have been built. Deliveries include orders from the American Forces (as O-2), 126 to French Forces, 25 to Canadian Army, etc.

Span 36 feet



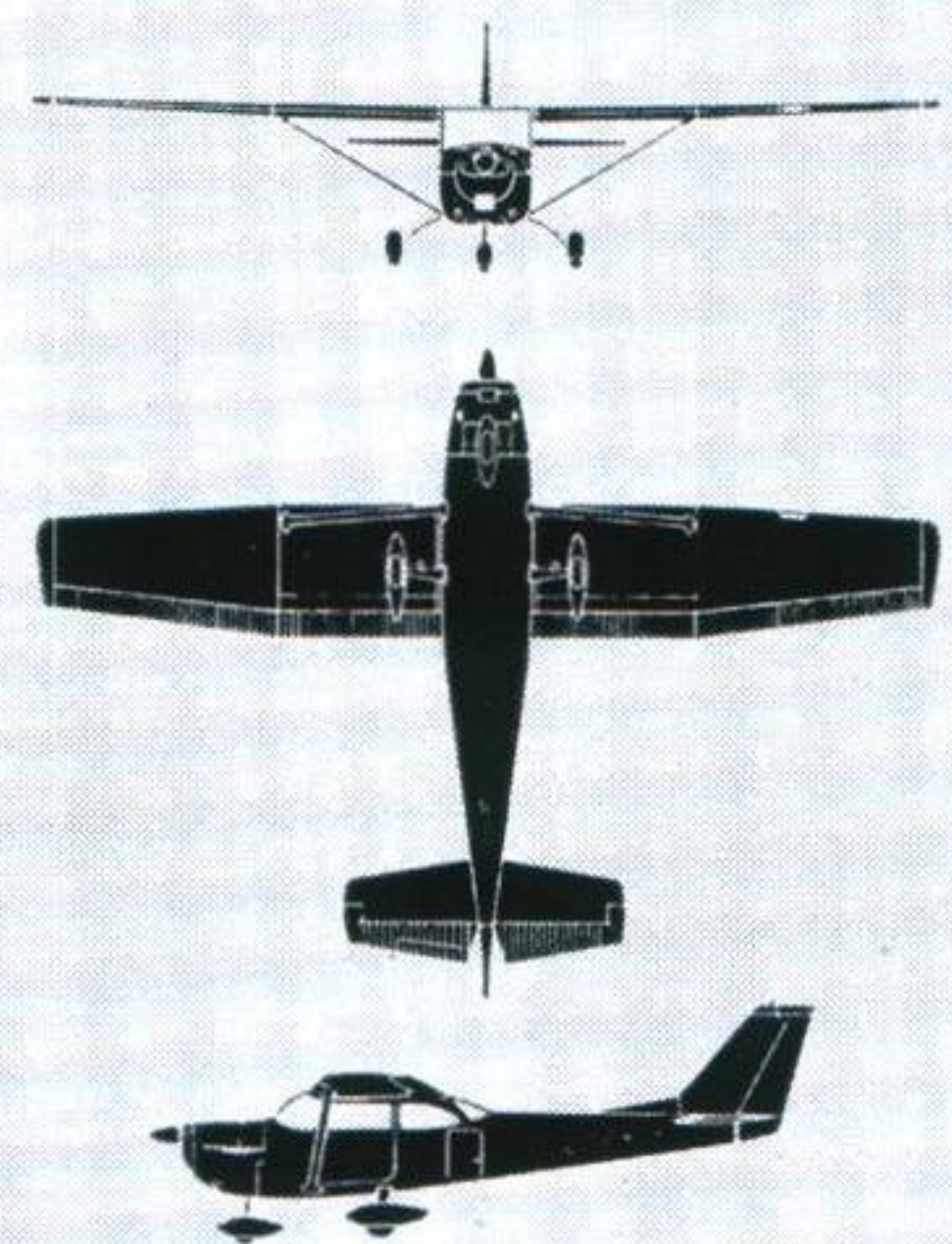
SKYWAGON Liaison aircraft of the South African Air Force, who ordered 25, some 700 Cessna Skywagons have been produced and are used in the main by private owners chiefly on the American Continent.

Span 36 feet



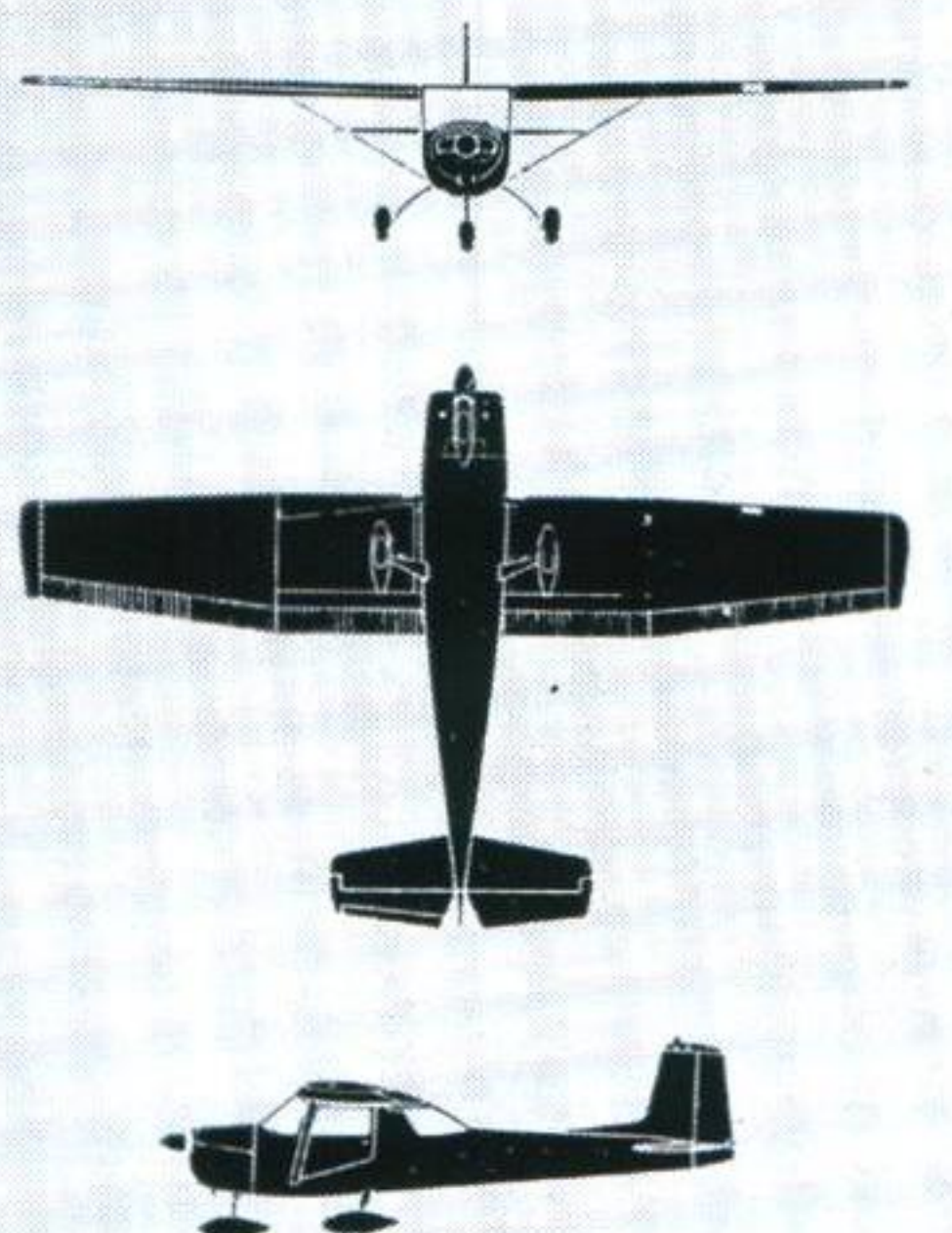
SKYLANE Deliveries of the Cessna 182, based on the Model 180, reach over 6,000. An assembly plant for this model has been established in France and military users include the Canadian Army.

Span 36 feet



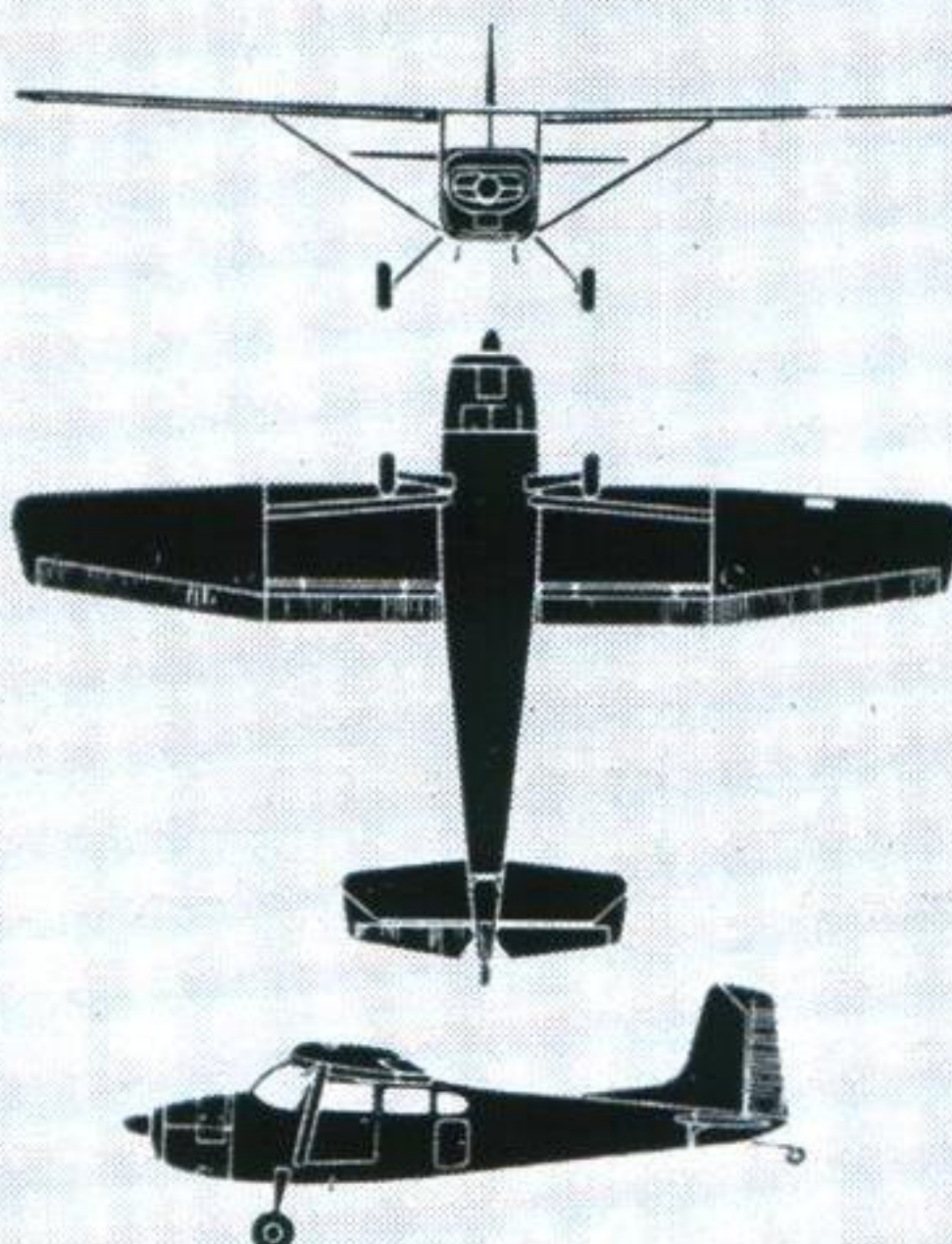
SKYLARK Four-seat touring aircraft, Cessna Model 175 Skylarks are widely used, including examples in the United Kingdom.

Span 36 feet



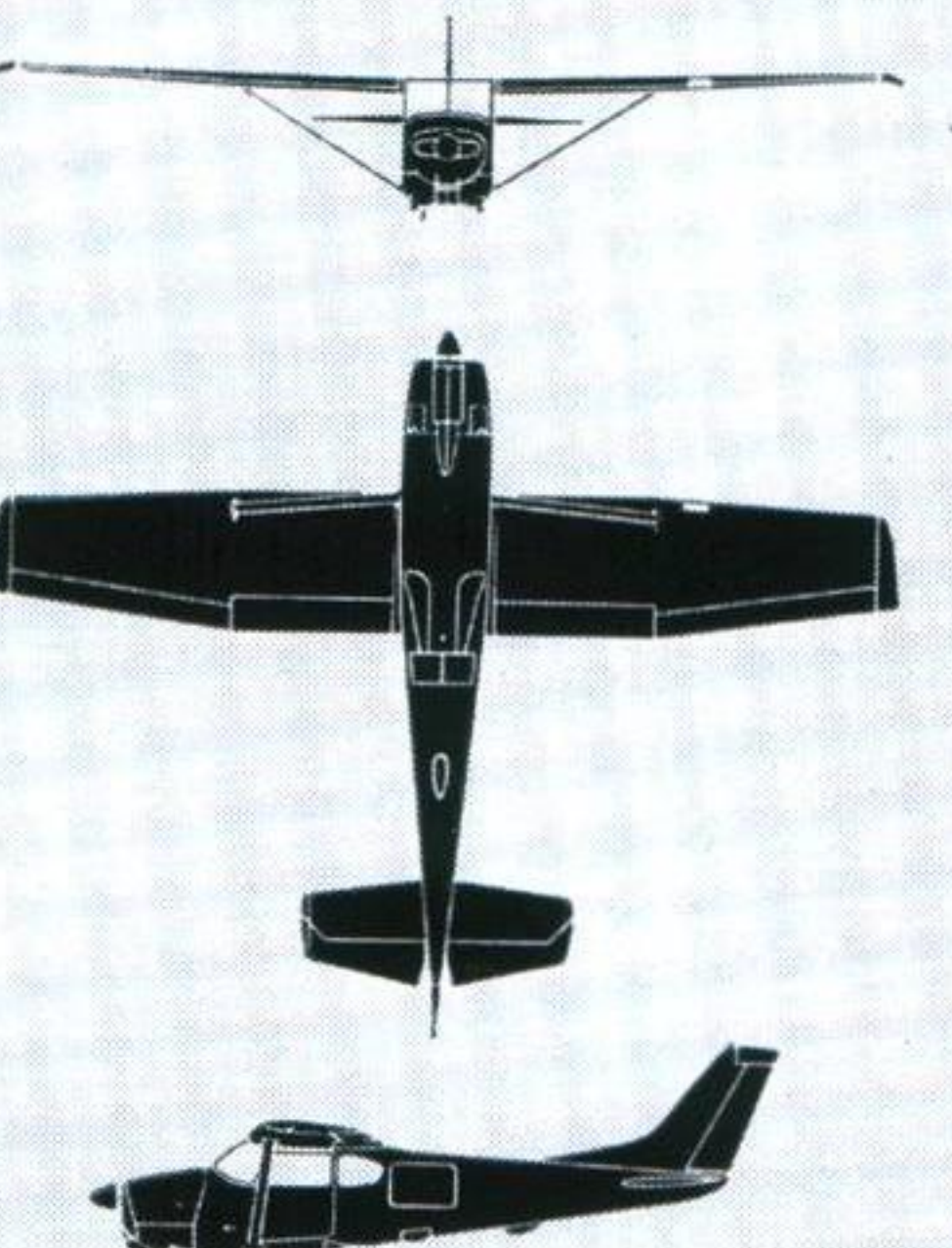
CESSNA 150 Together with the earlier Cessna 120 and 140 Models the Model 150 Skylark production reaches 6,000. Main uses are touring, training and inter-city commuting.

Span 33 feet



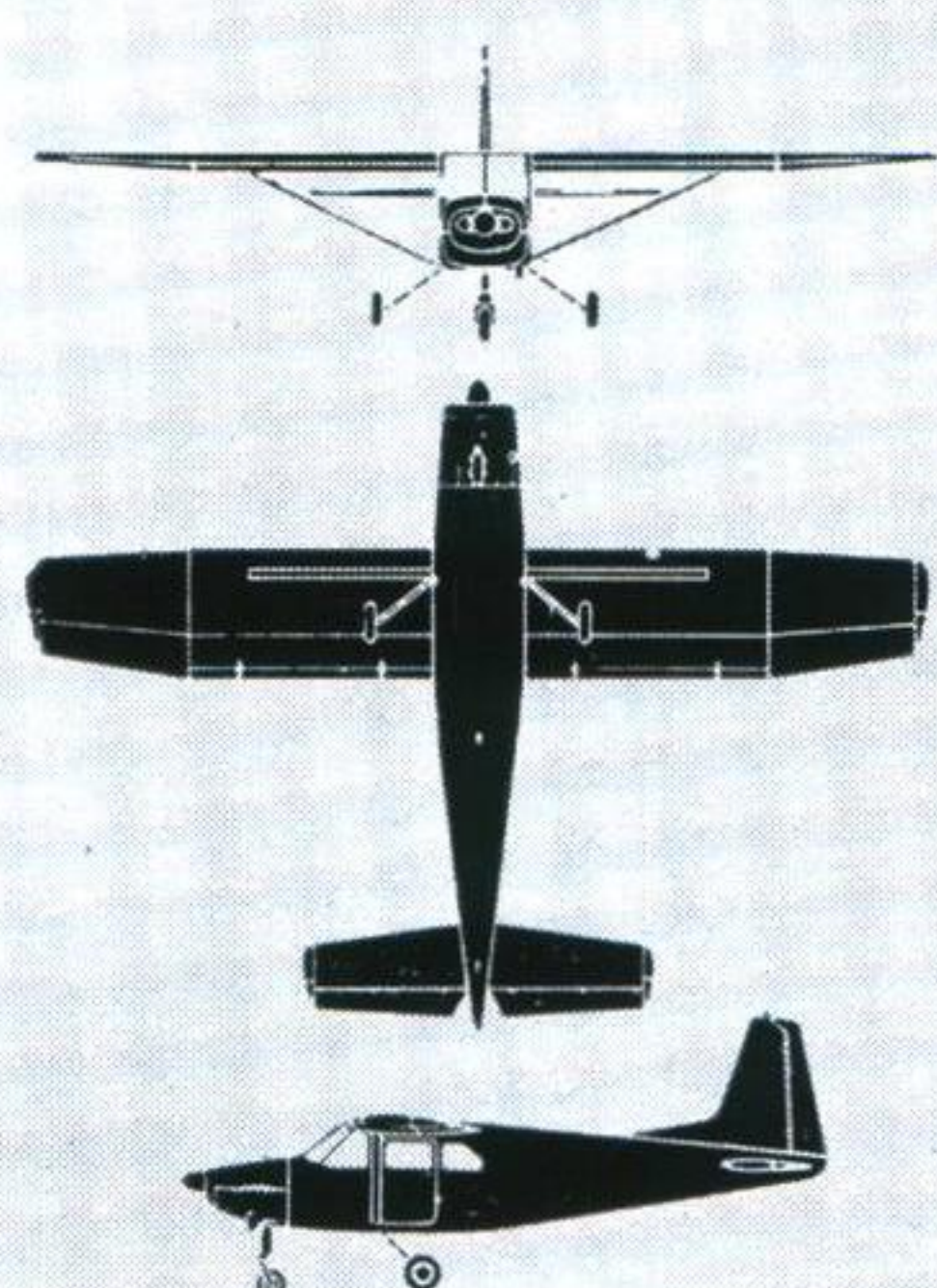
CESSNA 180 In production ten years with some 4,500 built, this light aircraft is widely used as a tourer in America and among military users are the Australian Army and Indonesian Police.

Span 36 feet



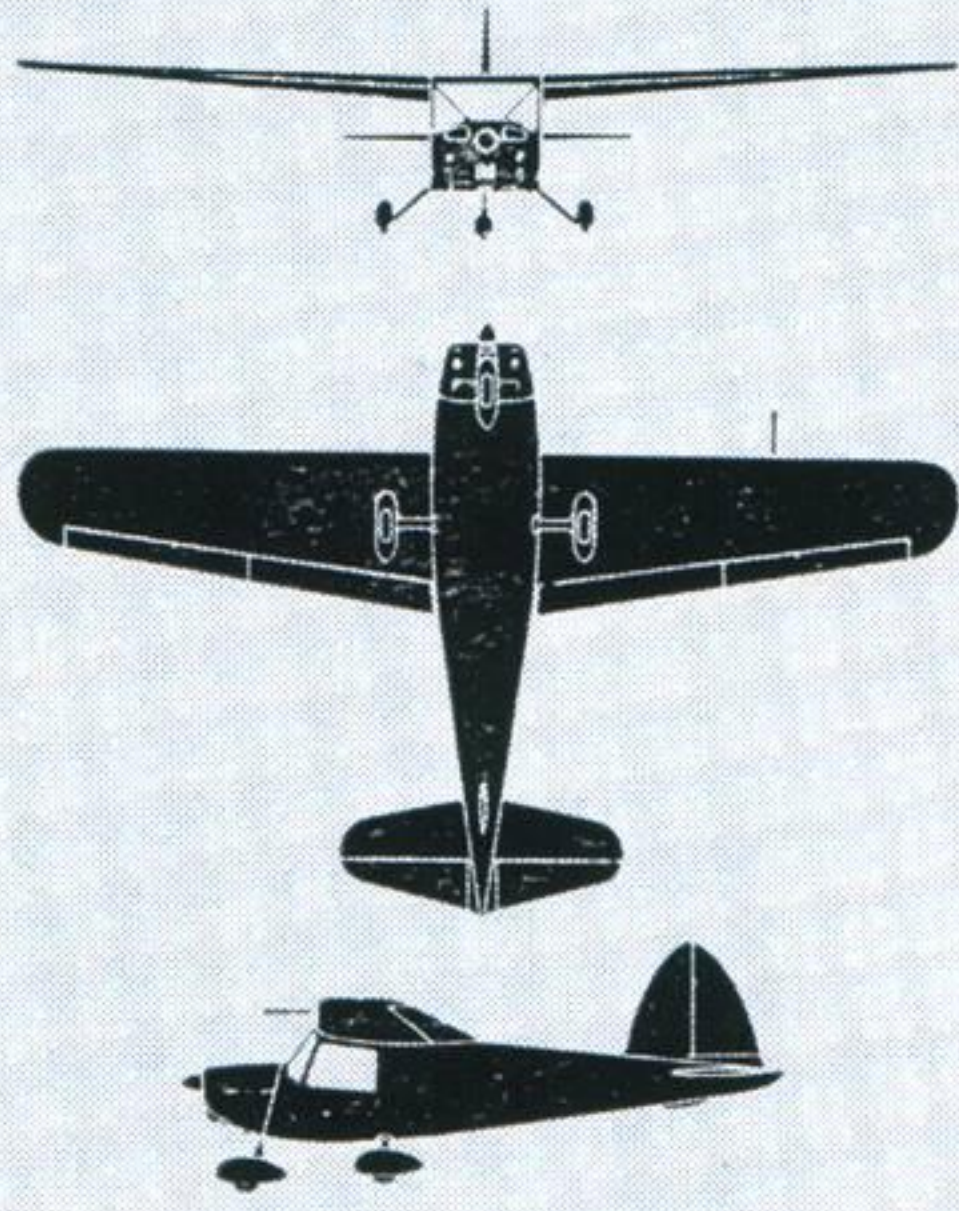
CESSNA 210 CENTURION One of the later Cessna touring aircraft types with a top speed close on 200 m.p.h. and a range of well over a thousand miles.

Span 37 feet

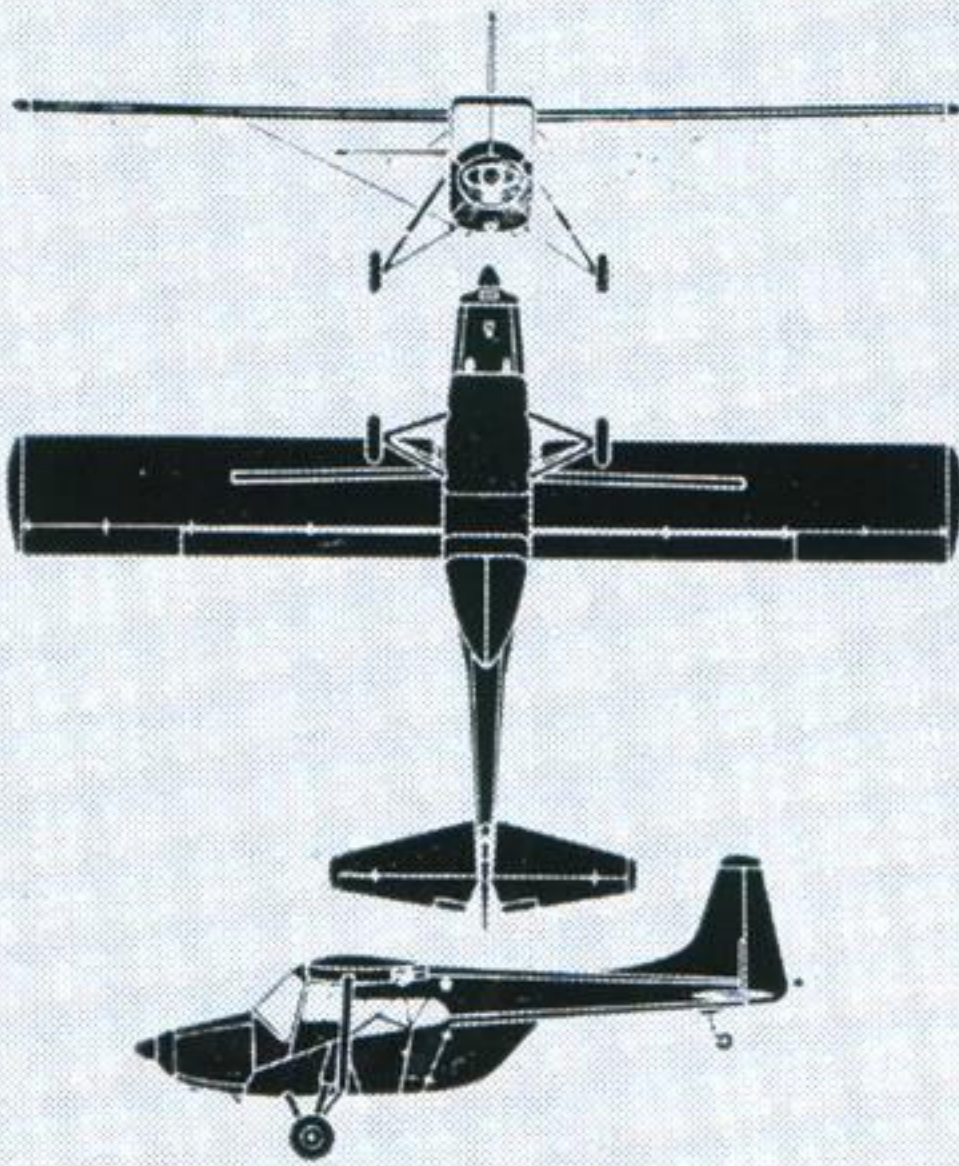


SANTA MARIA A Lockheed aircraft, AL60, the Santa Maria has been built in Mexico for the Mexican Air Force and Macchi of Italy have current production rights.

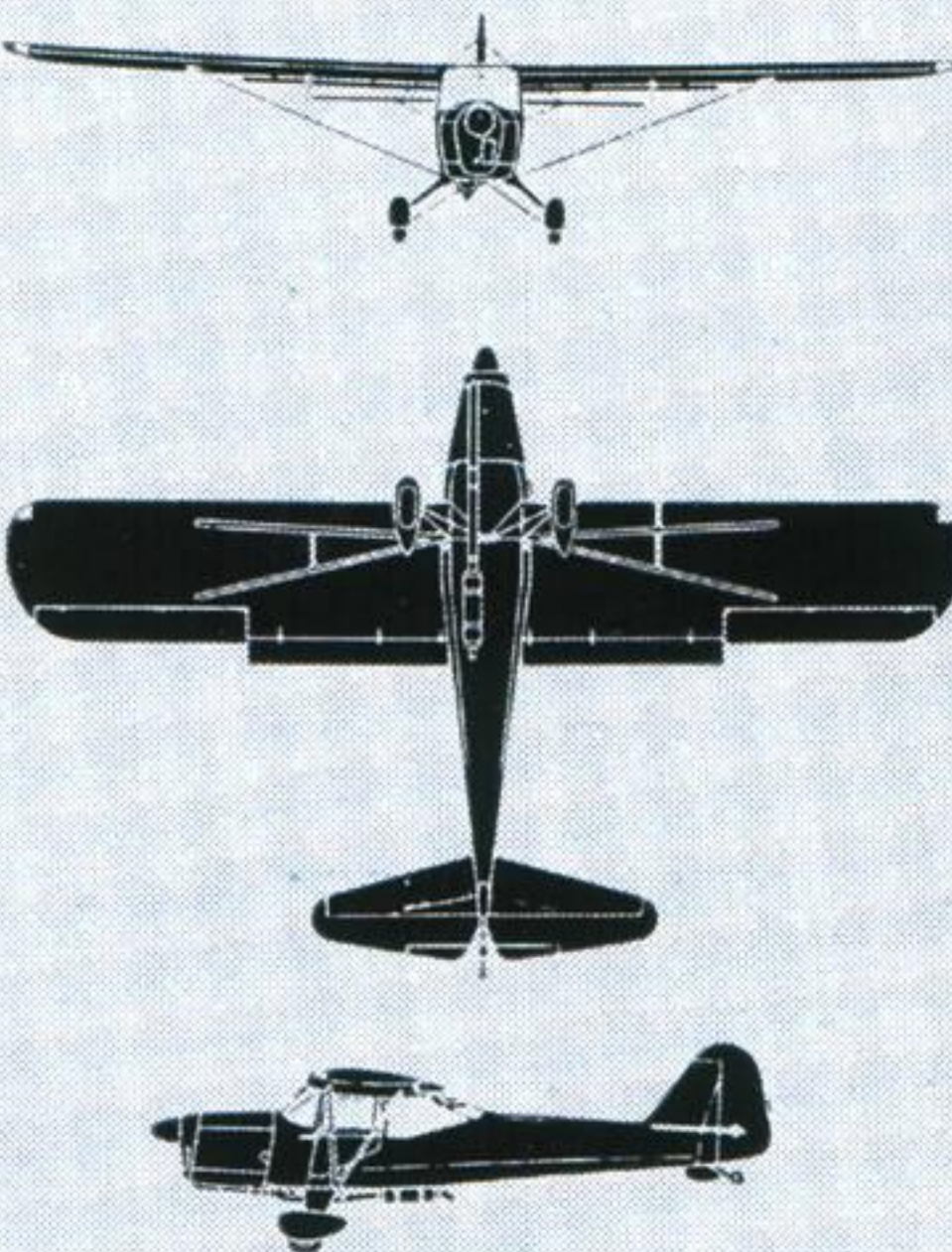
Span 39 feet



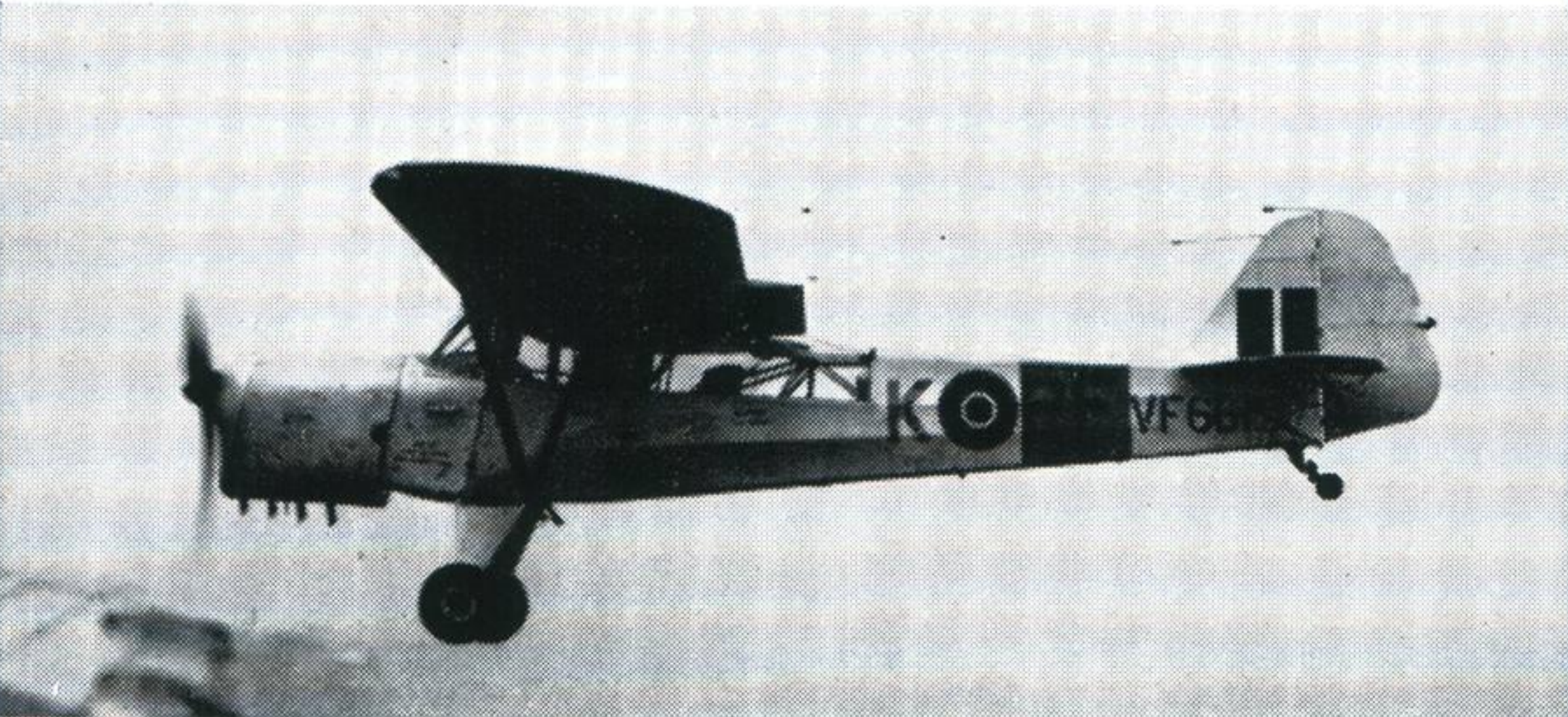
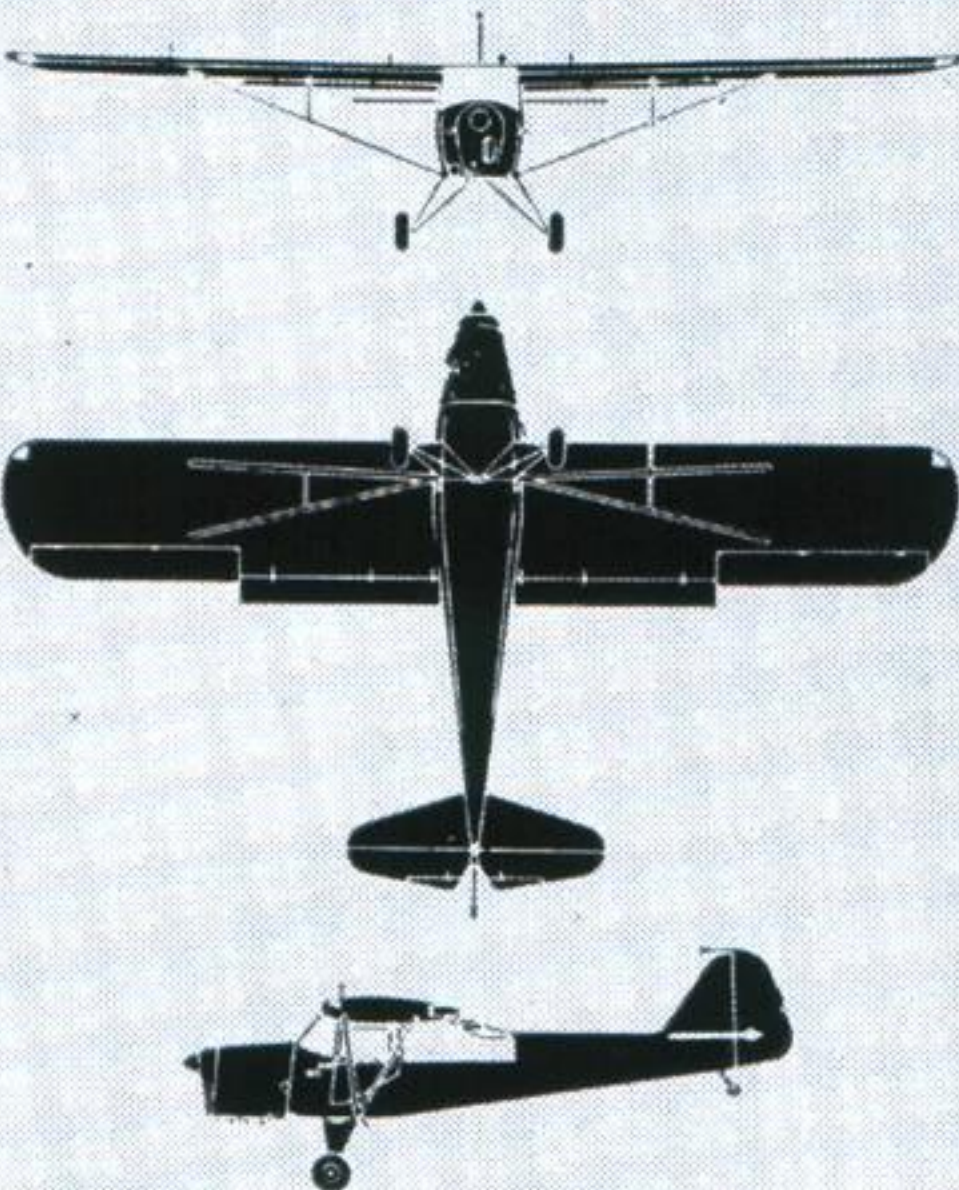
MACCHI 308 Now produced only in the Argentine, some eighty were built in Italy and were leased by the Italian Air Force to flying clubs. Span 33 feet



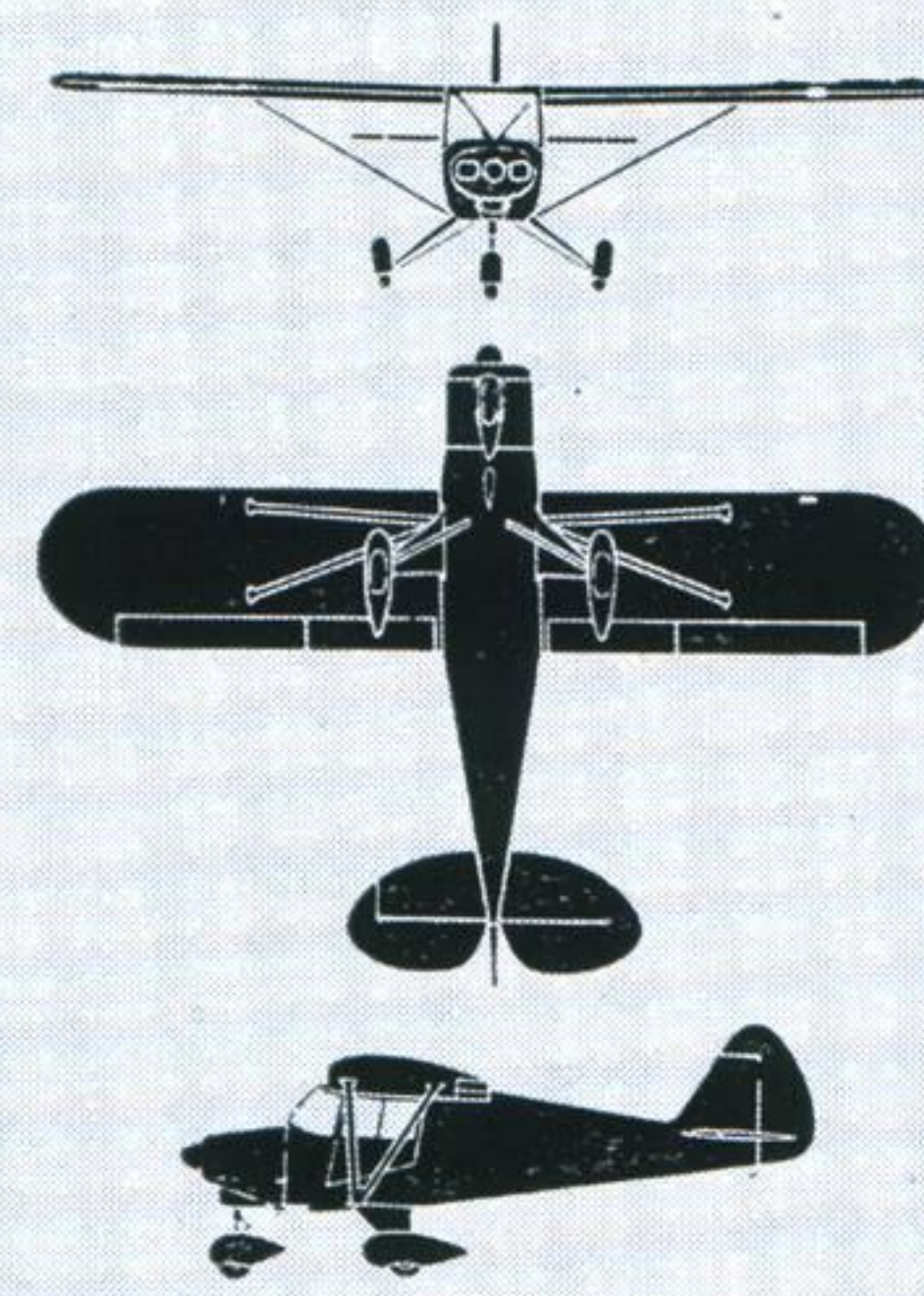
PROSPECTOR This Lancashire Aircraft general purpose aircraft derived from the Edgar Percival E.P.9 was produced in the United Kingdom in limited numbers. A modified version is used in Australia. Span 43 feet



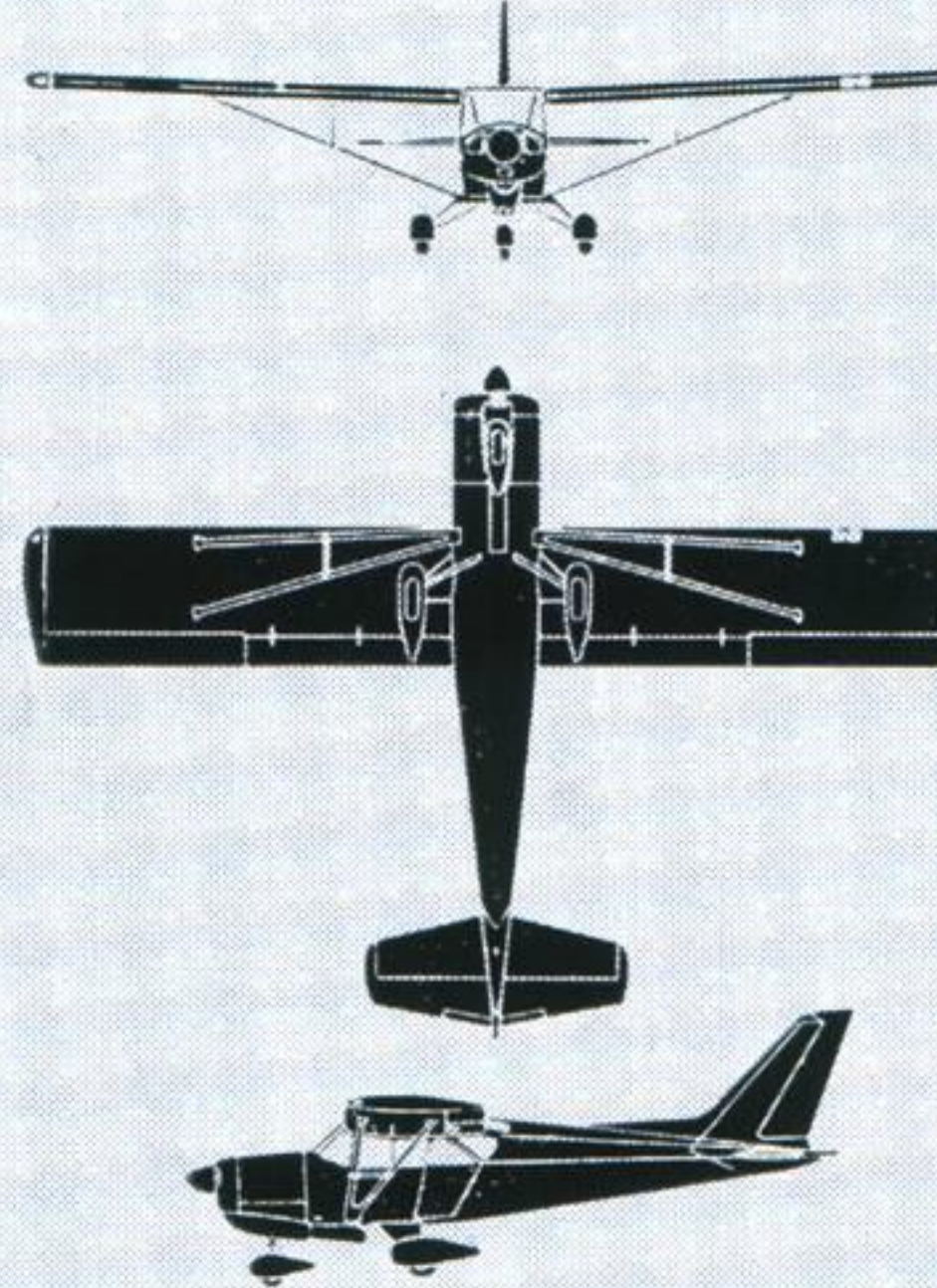
TERRIER A Beagle conversion of the military Auster A.O.P.6, the Terrier is available as a club aircraft suitable for glider-towing. Span 36 feet



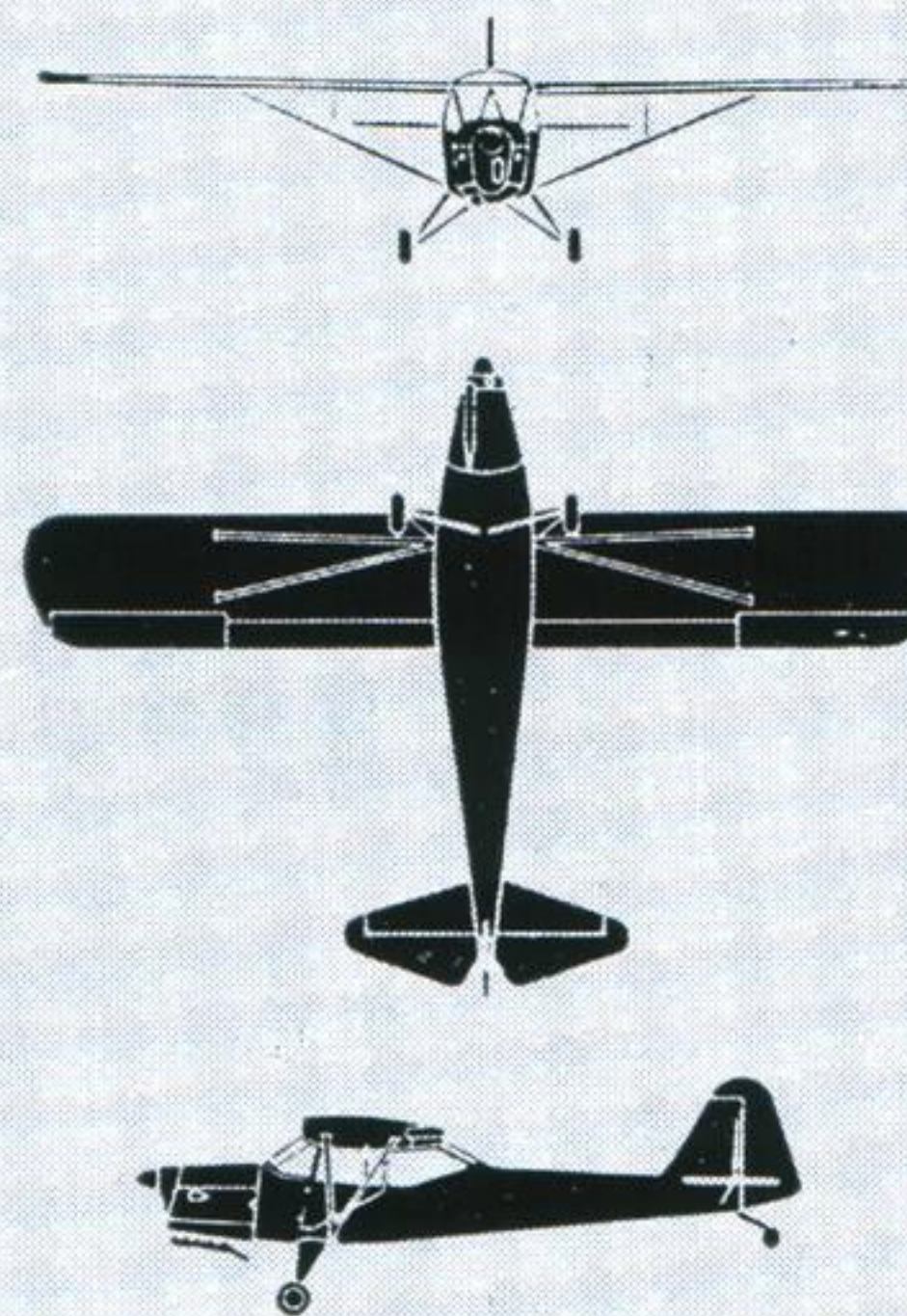
AUSTER A.O.P.6 Although no longer in British Army use, the Auster Mk. 6 and 7 still serve the air arms of several nations and numbers are in civil use. Span 36 feet



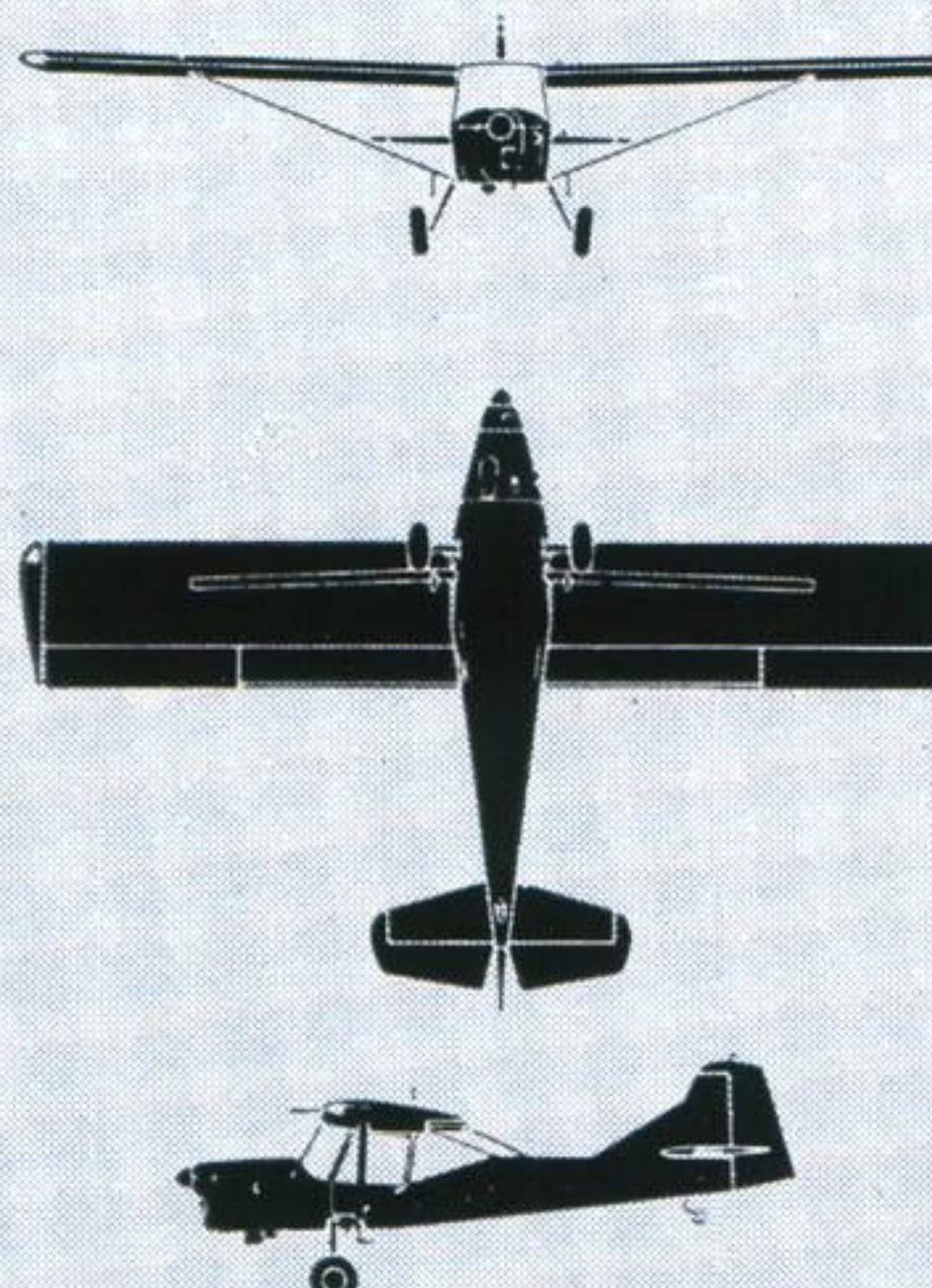
PIPER COLT Similar to the Tri-Pacer, nearly 2,000 examples of this club and school aircraft have been produced. For reporting purposes "Piper Colt" should be used as Colt is reserved for the Russian An-2 biplane. Span 30 feet



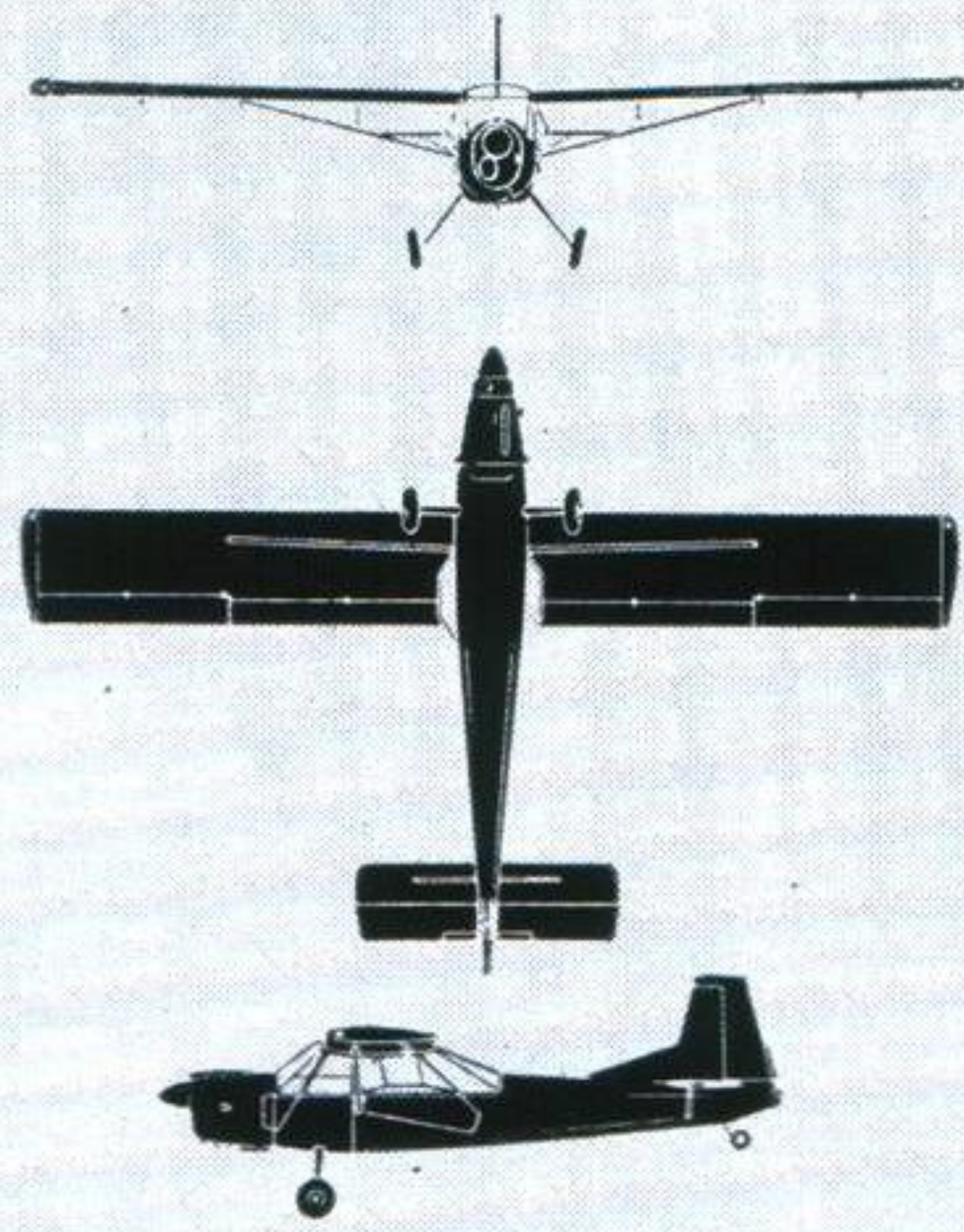
AIREDALE The Beagle A.109 design is in production as a sports, club or school aircraft competing with American Beech, Piper and Cessna products. Span 36 feet



AIGLET Based on the earlier 3-seat Autocrat, the Aiglet 2-seater, of which some 70 were built, is typical of post-war refinements of Auster designs which include the 4-seat Autocar. Span 32 feet (Aiglet), 36 feet (Autocar)



AUSTER A.O.P.9 Standard A.O.P. fixed wing aircraft of the British Army until replaced by helicopters, the Mk. 9 is also in Indian and South African service. Span 36 feet



BEAGLE A.O.P.11 Development of the Auster series carried through by Beagle. Prototype aircraft only. Span 36 feet



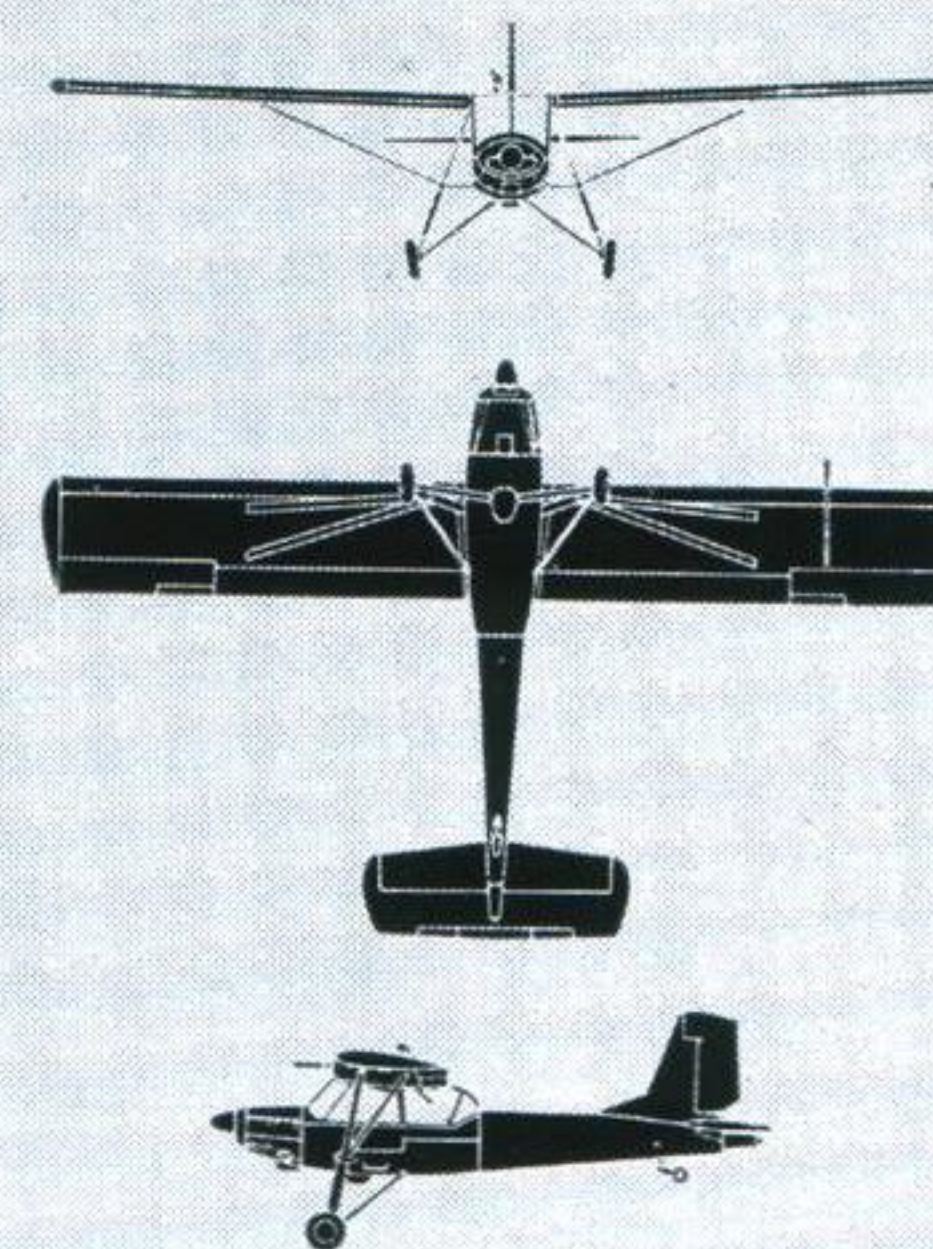
CREEK The several versions of Creek, the Yak-12 light liaison aircraft of the Soviet Forces, show variations mainly in engine cowling shape and cabin window layout. Span 41 feet



PORTER The Swiss Pilatus PC-6 Porter STOL aircraft can carry up to six persons. A Turbo-Porter has a longer (3 feet), more pointed, nose. Span 50 feet



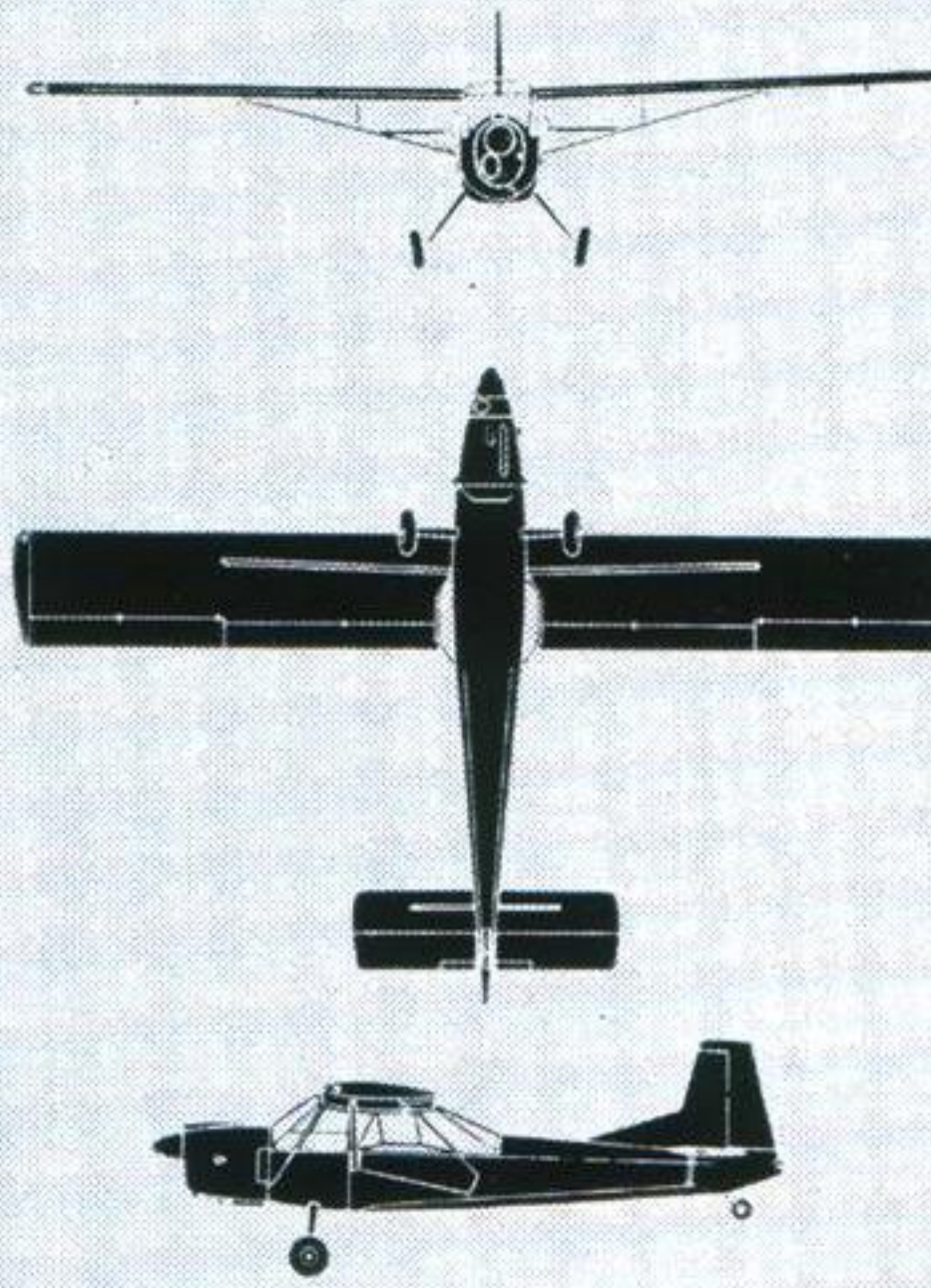
WILGA A Polish utility aircraft, the PZL-104 Wilga (Thrush) can be fitted out with agricultural rigs, stretchers, for use as an ambulance, four-seat liaison or glider tug. Photo shows prototype. Span 36 feet



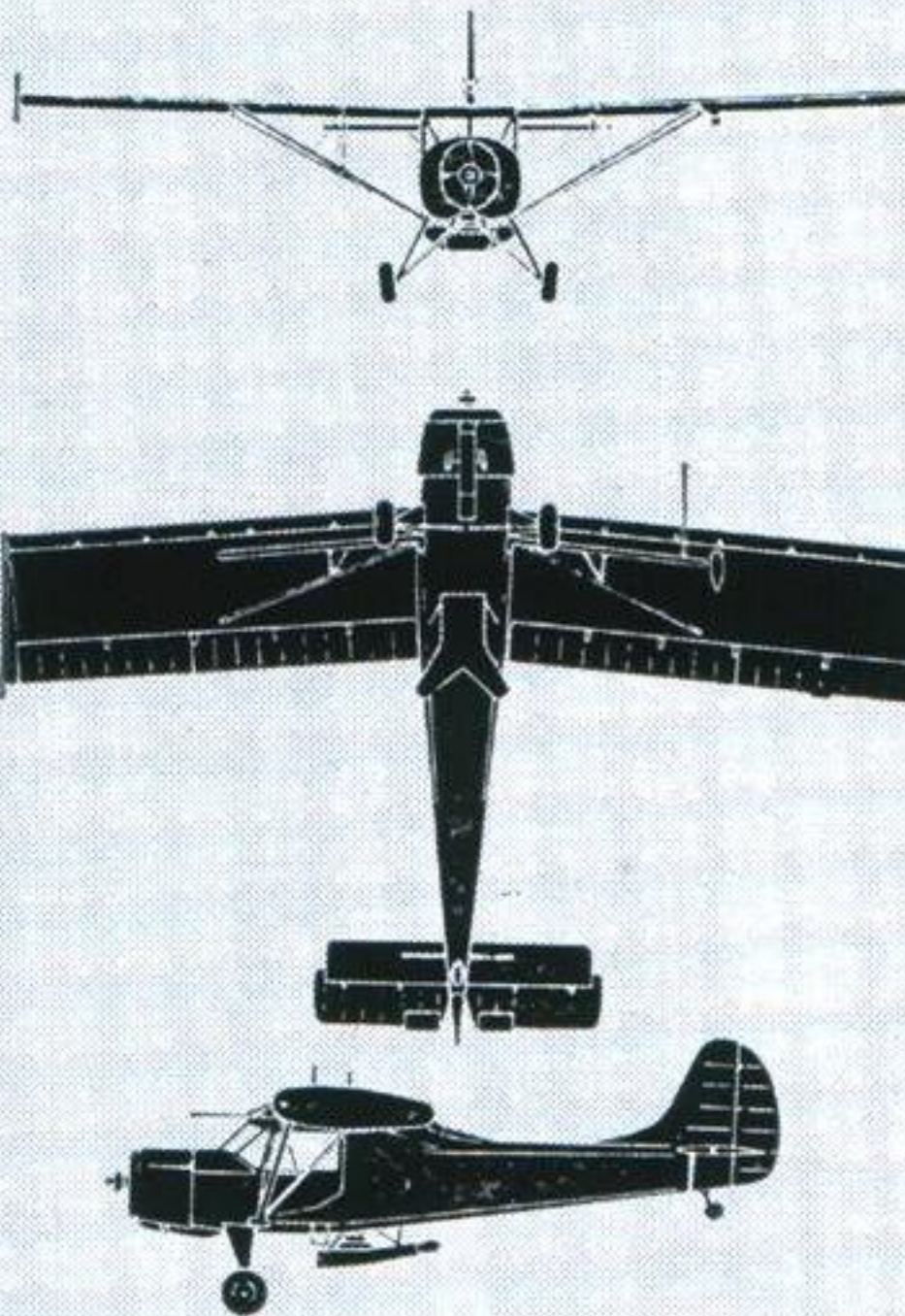
BRIGADYR The Czech L-60 Brigadyr has been supplied to the Czech Air Force and civil versions have been used for ambulance, utility or agricultural (as per photo) purposes. Span 46 feet



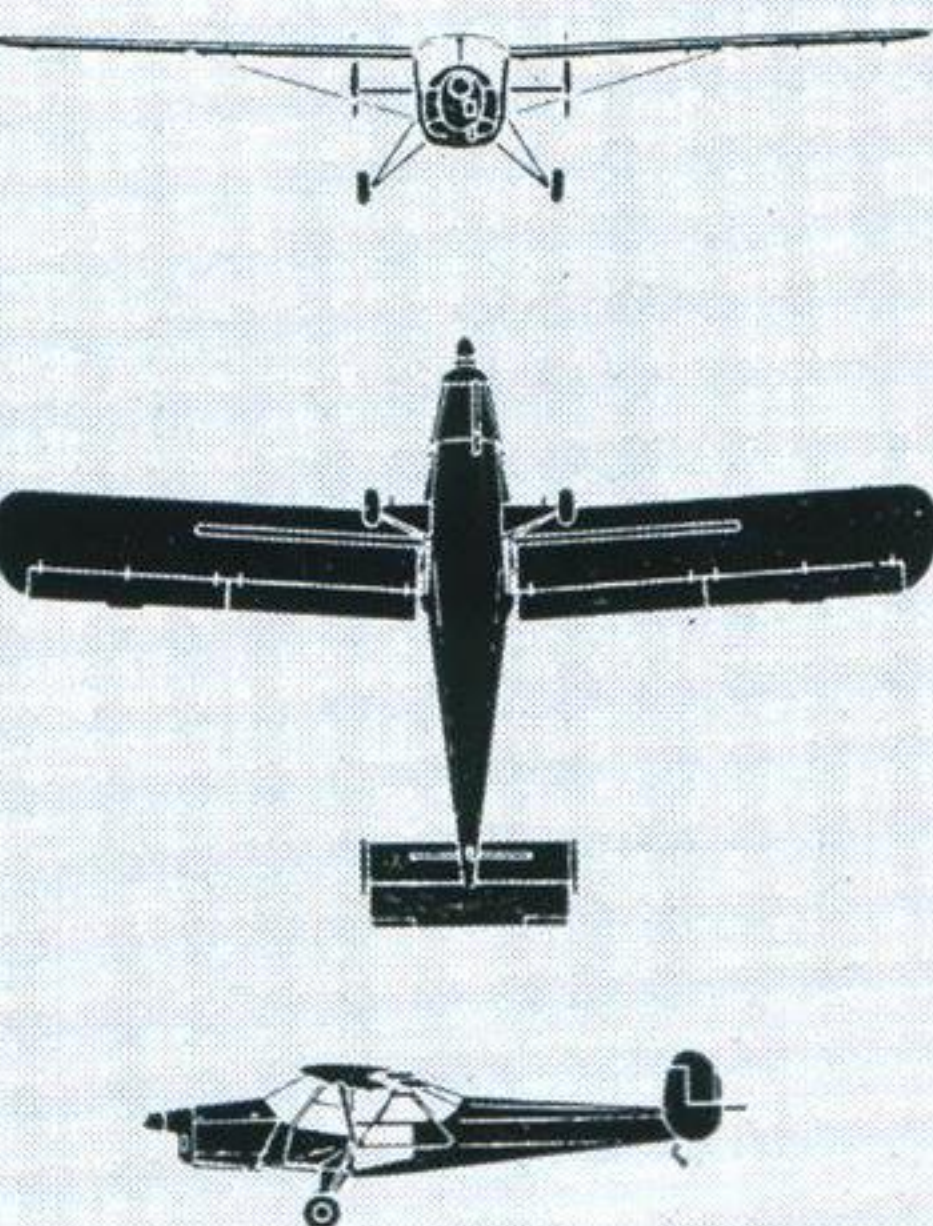
NORD 3400 Light observation and casualty evacuation aircraft of the French Army of which some 150 were produced. Span 43 feet

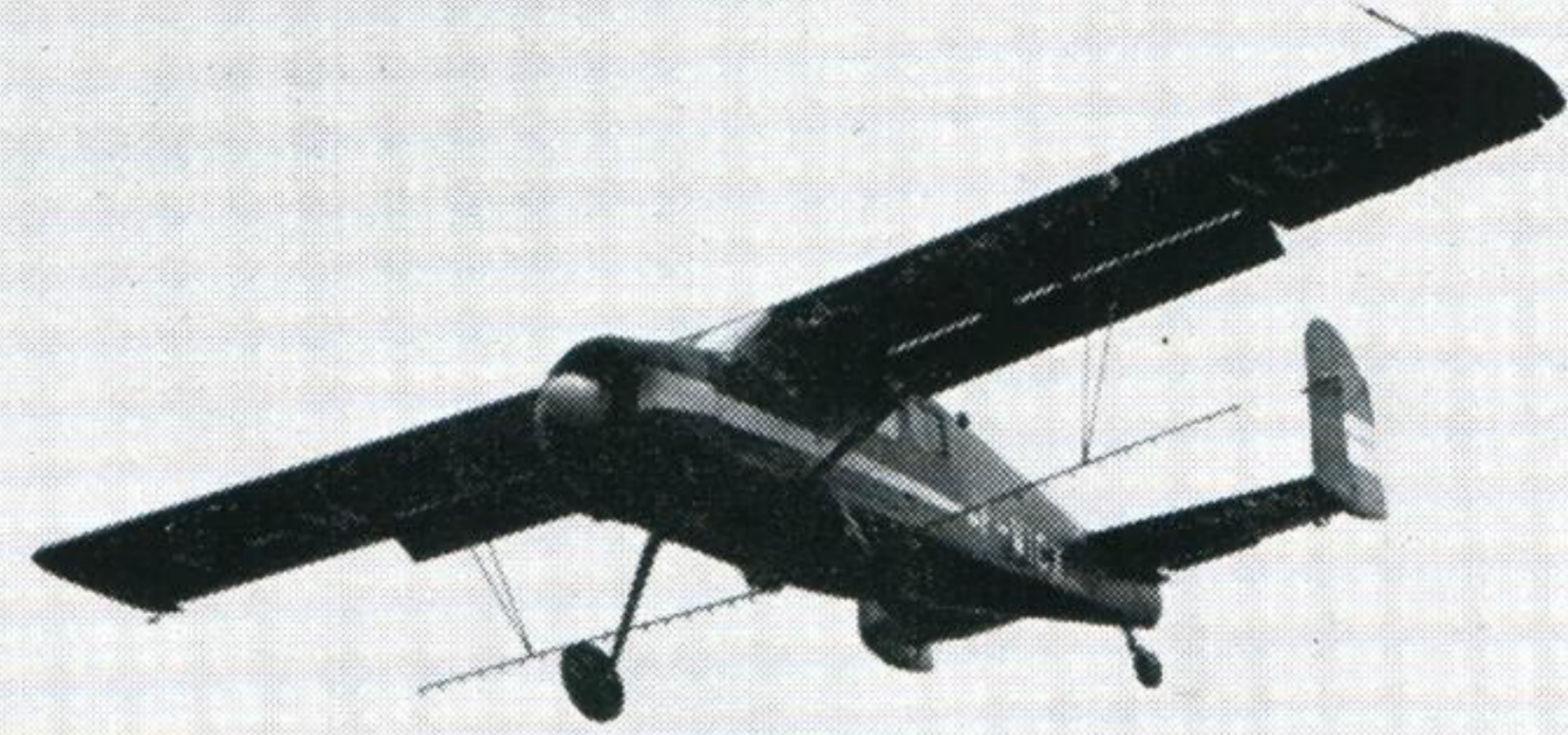
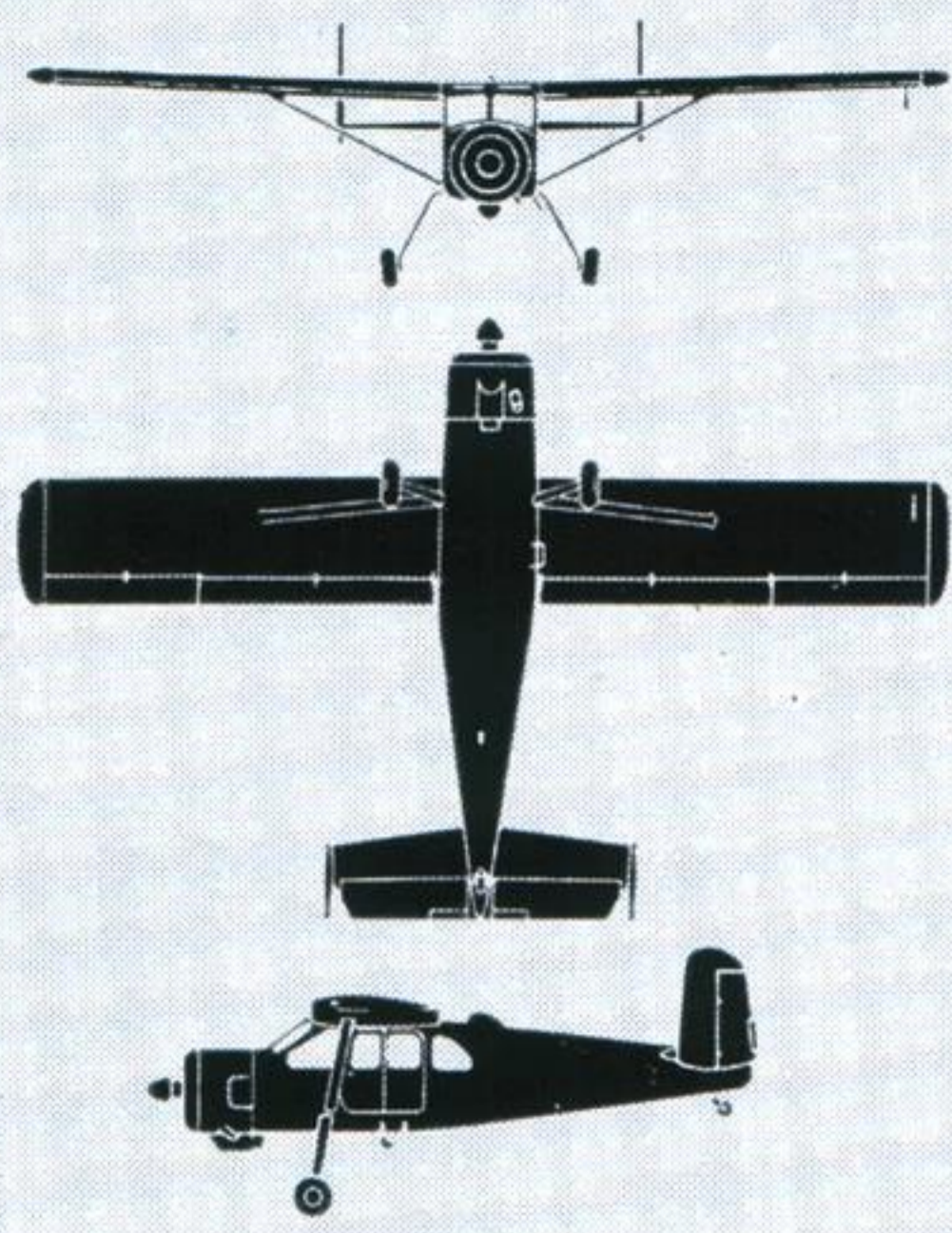


GAWRON The PZL-101 Gawron (Rook) is extensively used in Poland, where it is built, and in other countries mainly of the Soviet Bloc. Ambulance, liaison or agricultural versions are available. Span 42 feet

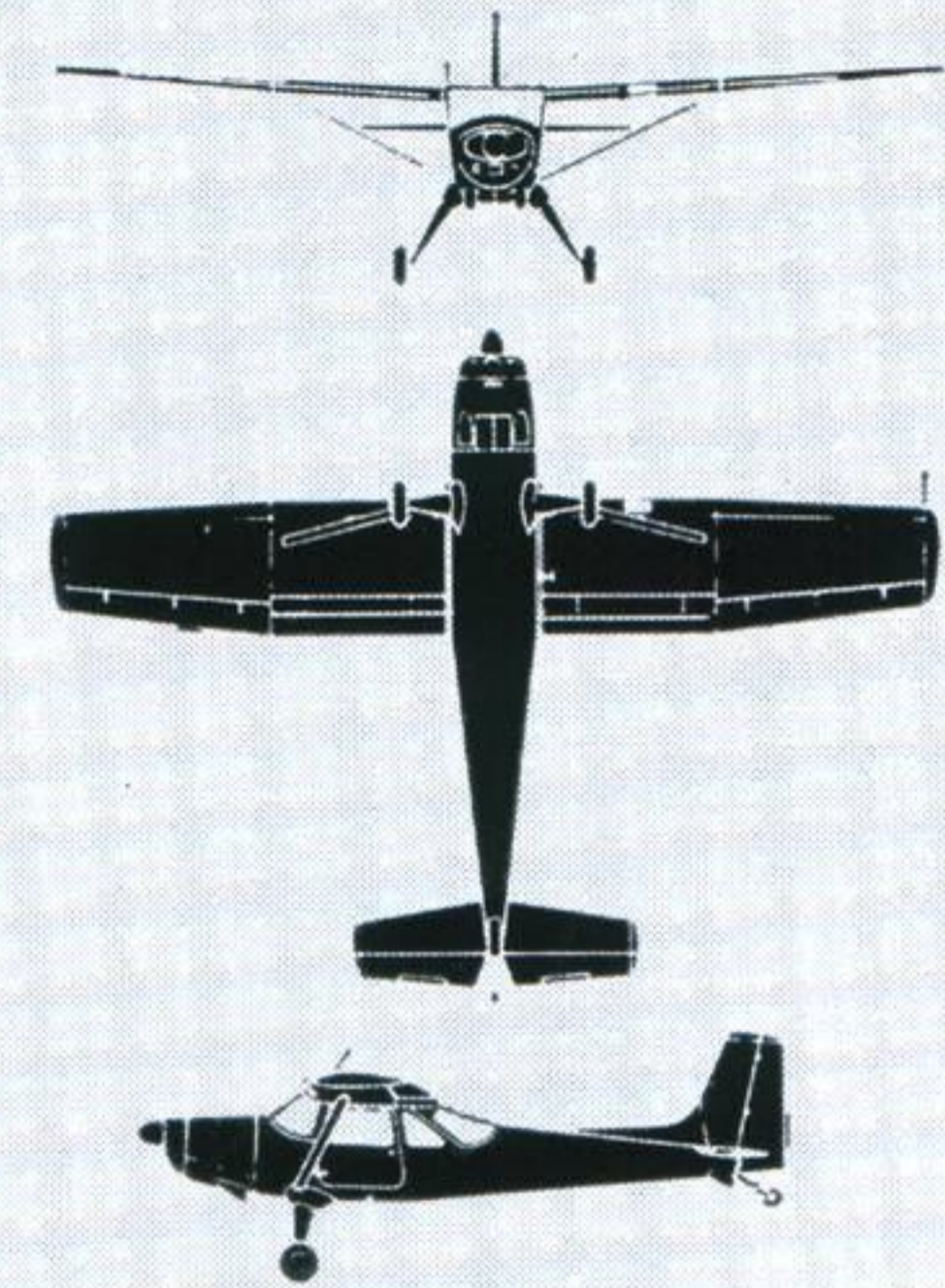


NORVIGIE Over a hundred of these light observation and liaison aircraft were built for the French Forces. Span 39 feet

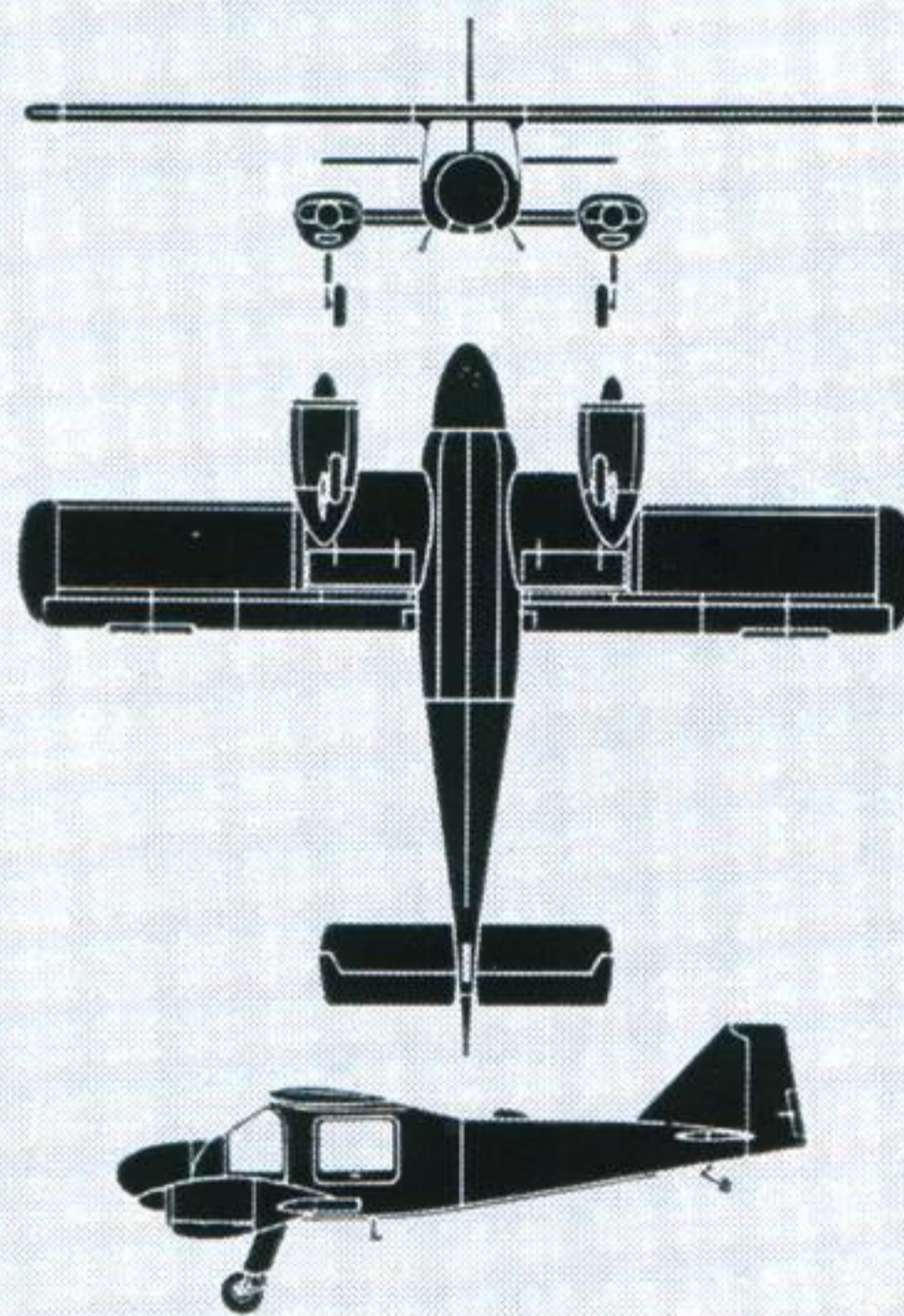




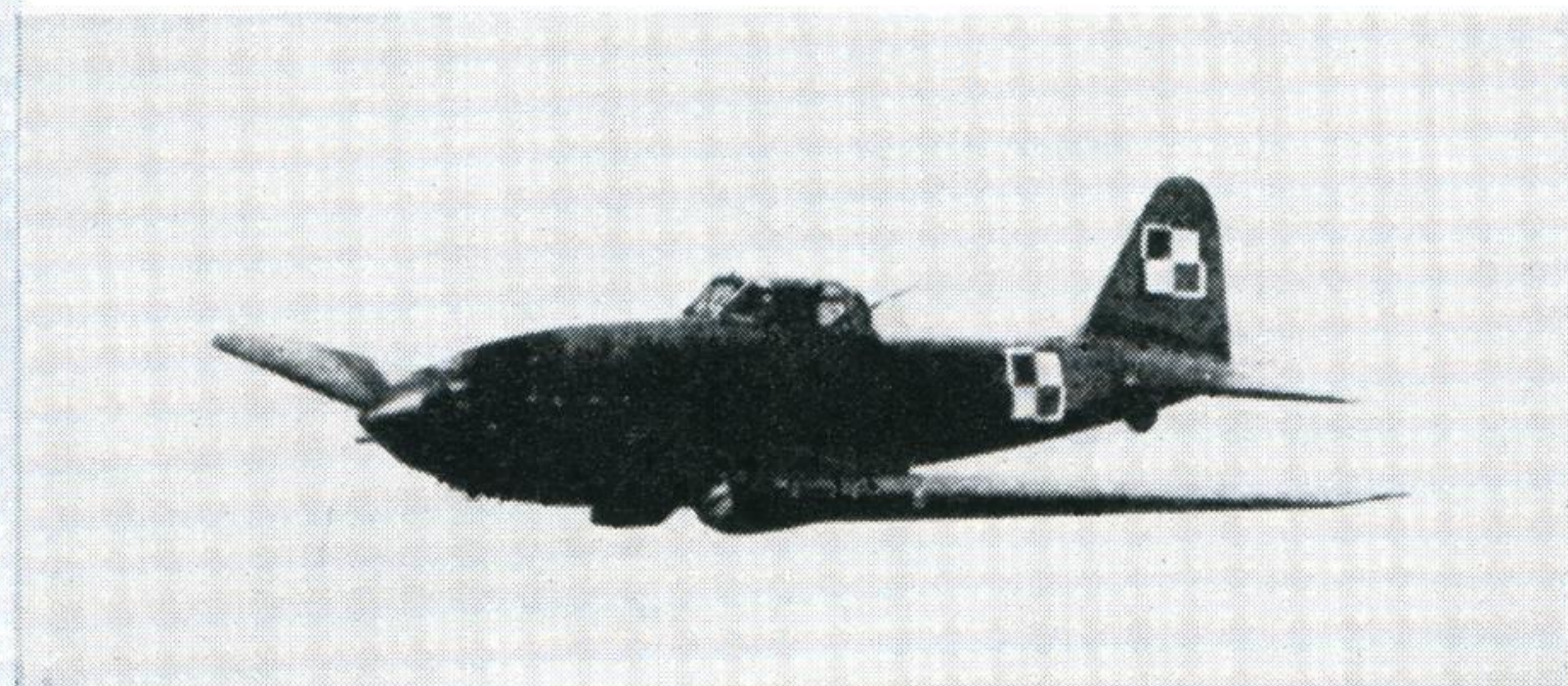
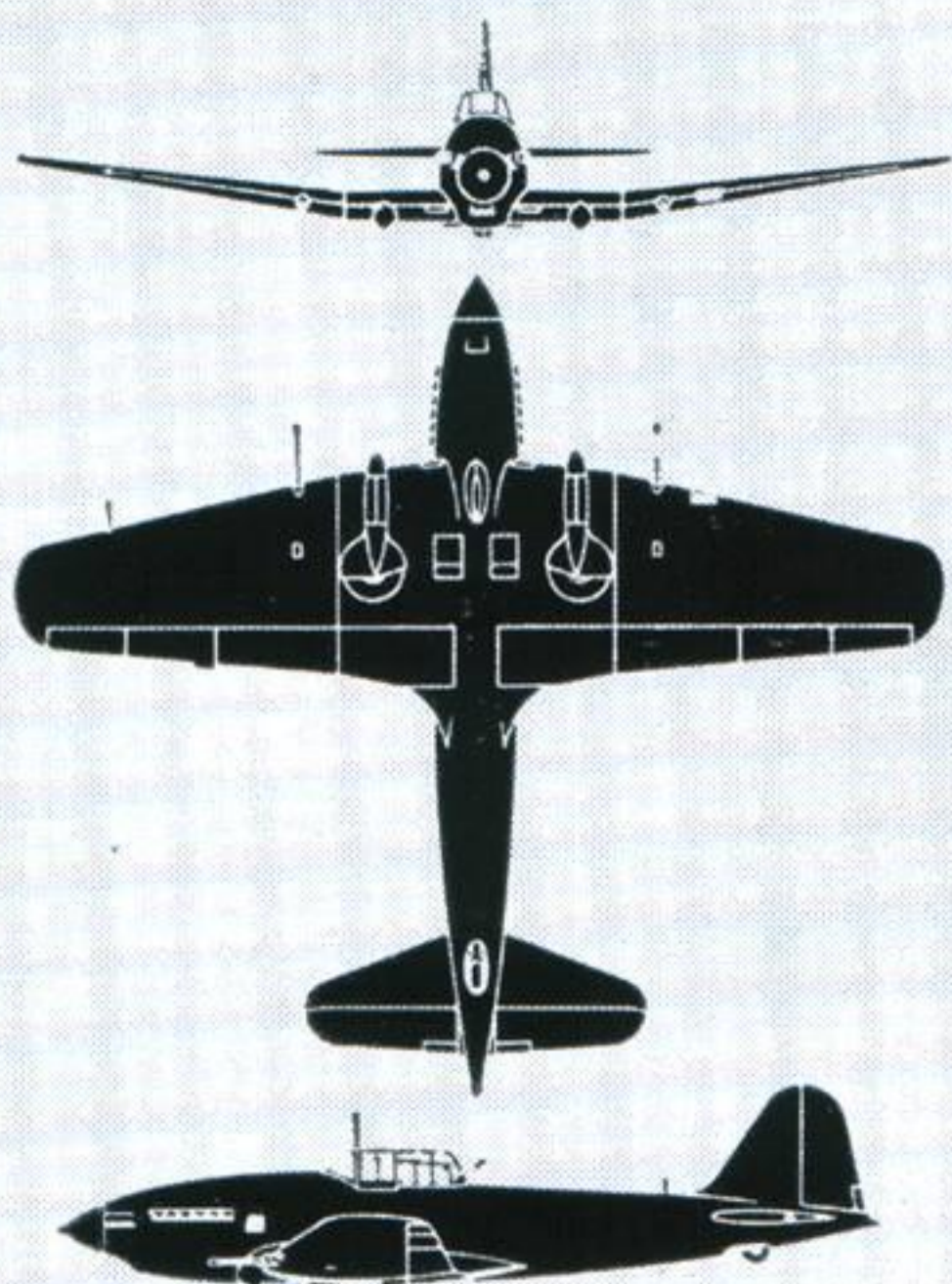
BROUSSARD Over 300 of these light transport aircraft were built for the French Forces and various African countries and a few have been adapted for civil use. Span 45 feet



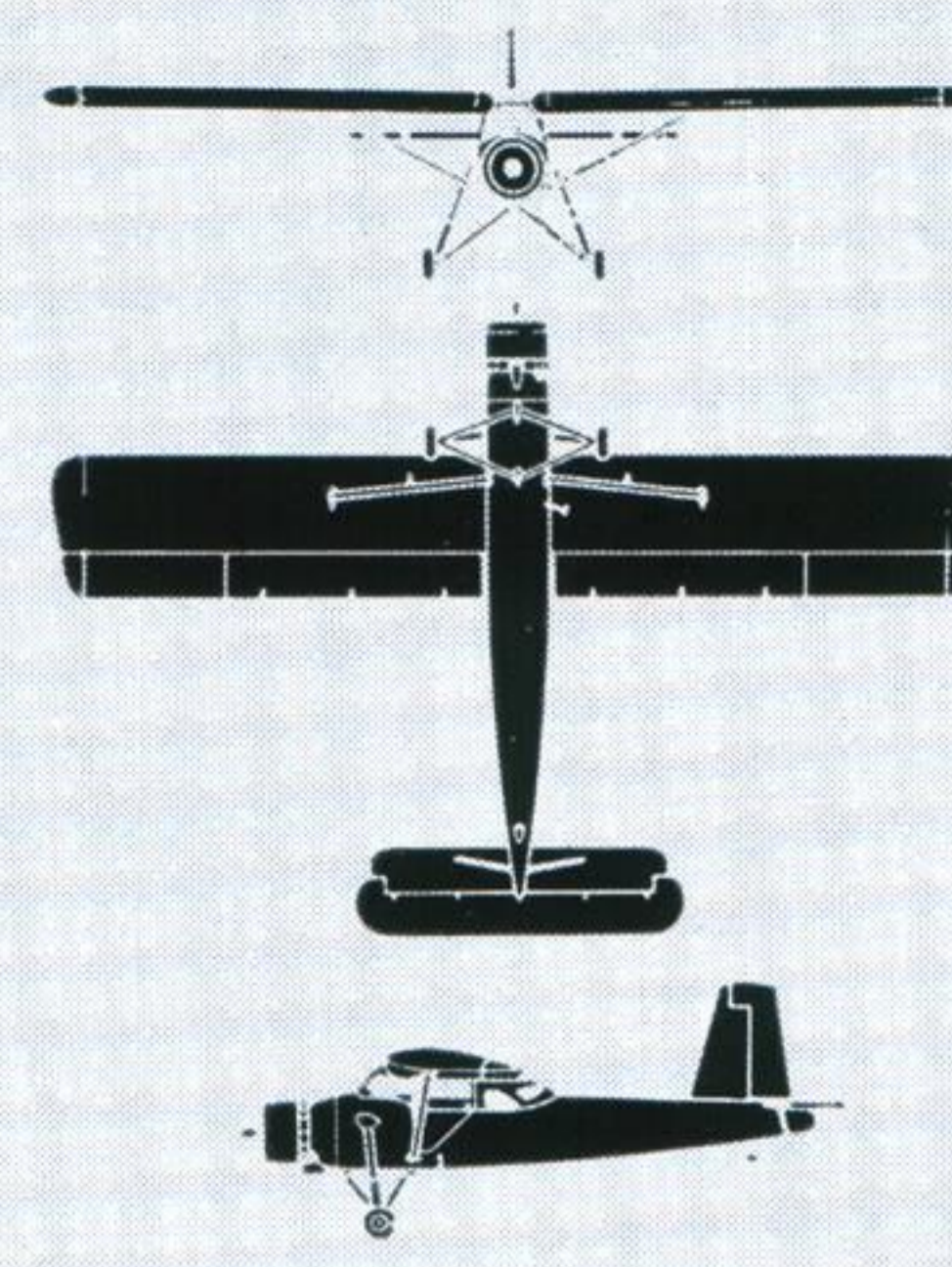
UTVA-56/60 The Yugoslav UTVA-56 four-seat utility aircraft and the production models designated UTVA-60 are available in several versions fitted with floats, agricultural spraying rigs or with stretchers for ambulance work. Span 37 feet



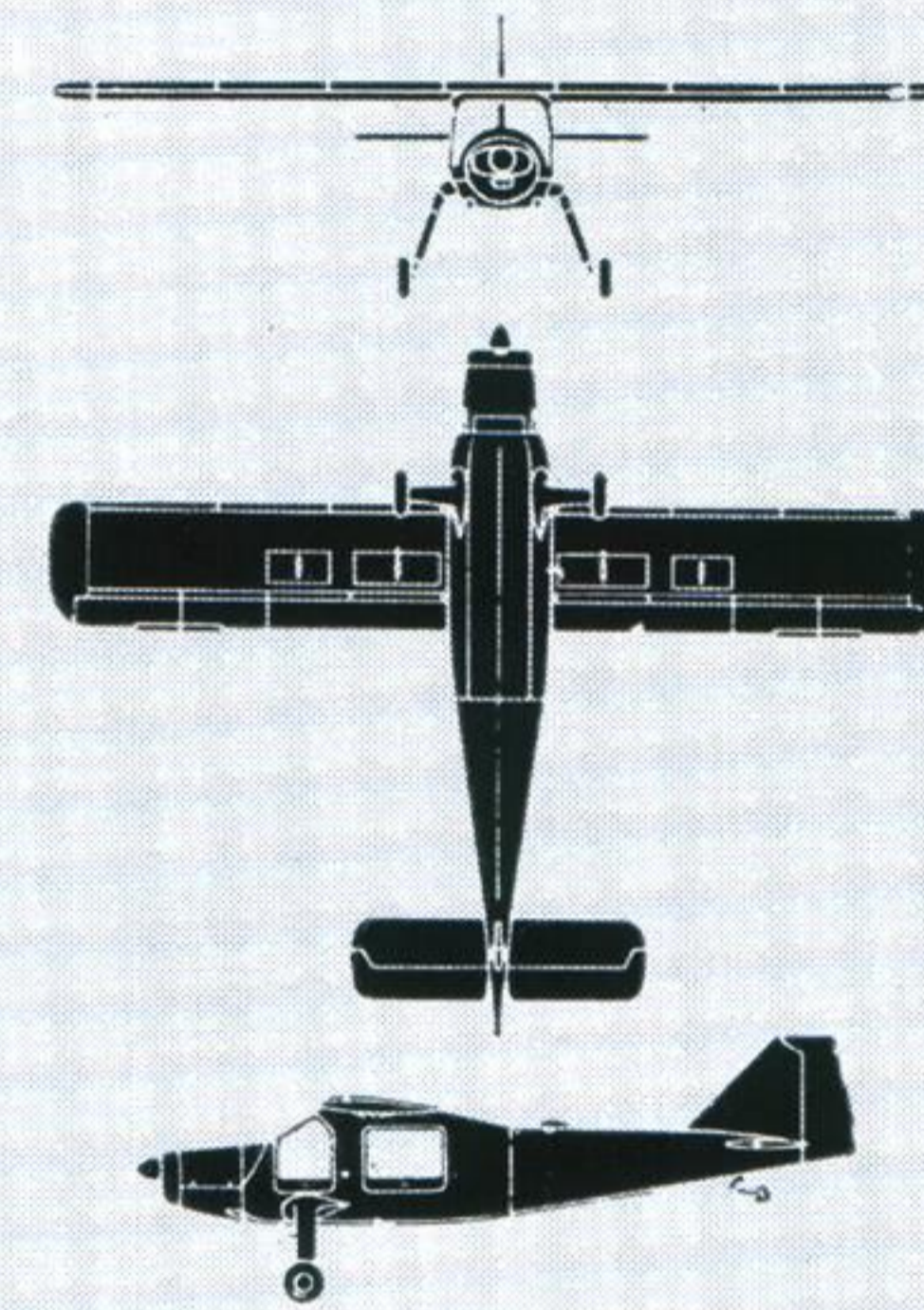
DORNIER Do28 Virtually a twin-engine version of the Do27, the Do28. Of the 100 plus built, later models have an enlarged tail plane. Span 45 feet



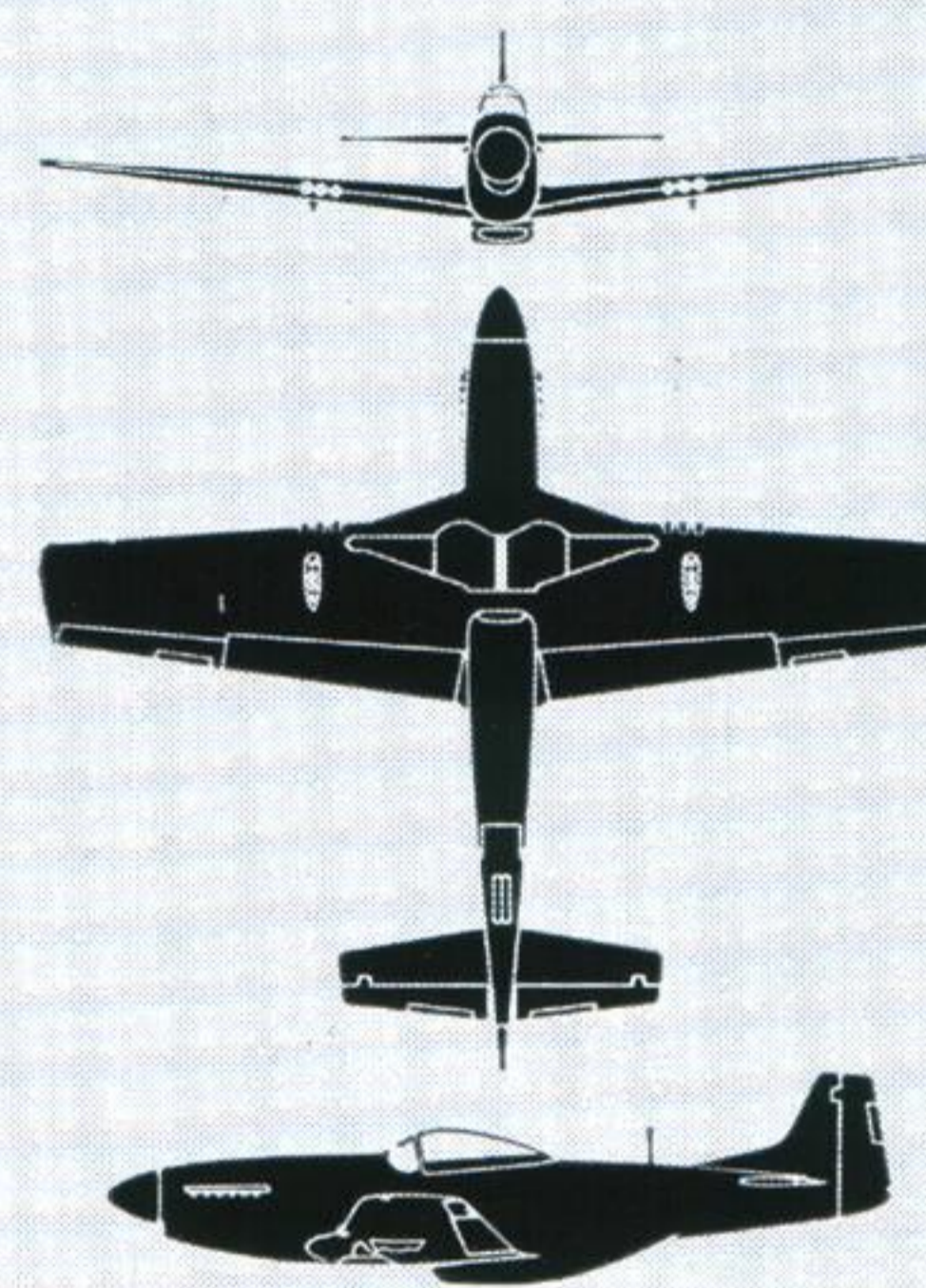
BEAST Developed from the famous wartime Stormovik of the Red Air Force, numbers of Il-10 Beasts were allocated post-war to Soviet Bloc countries and a few are still reported serviceable. Span 45 feet



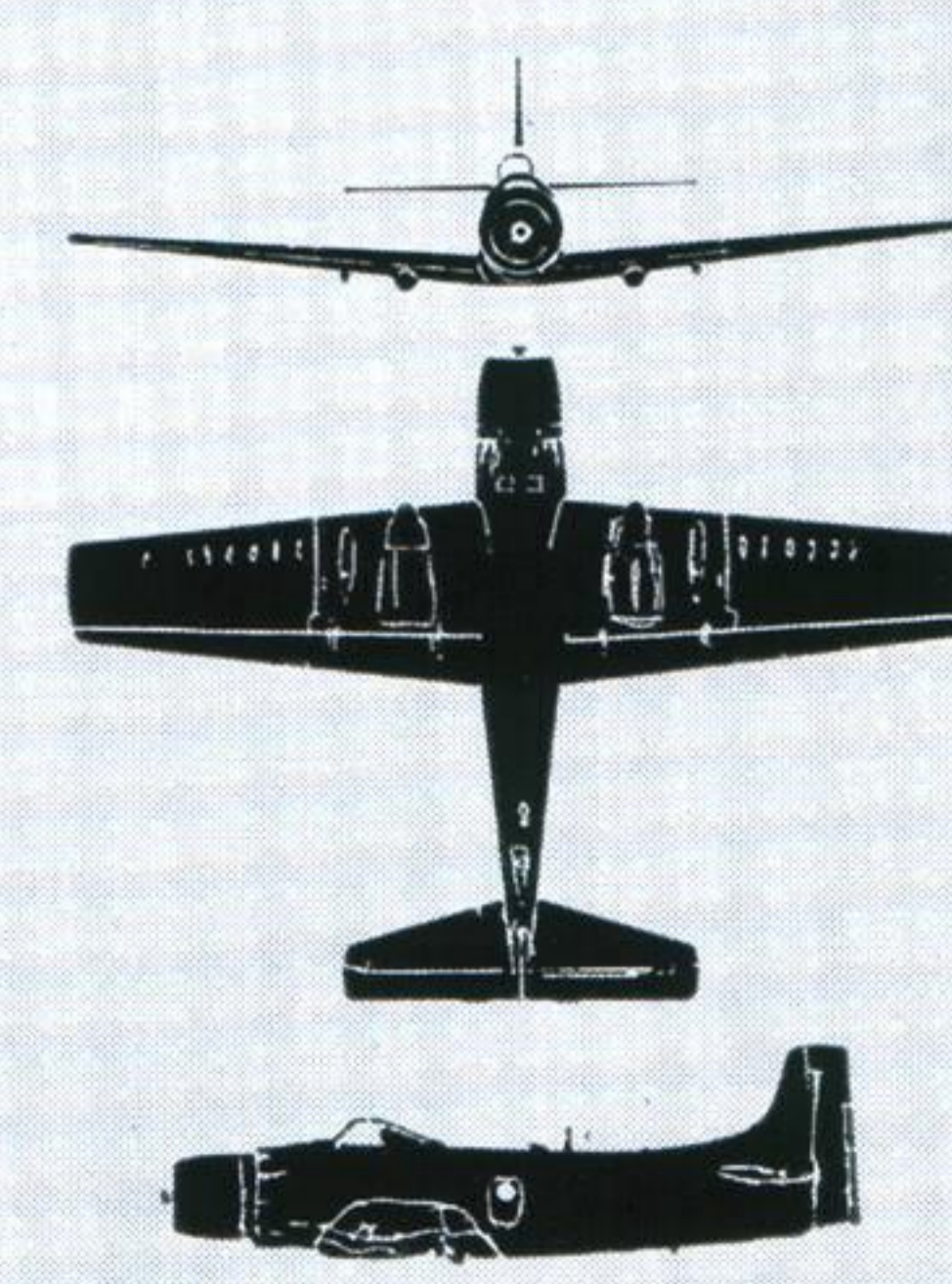
PIONEER Apart from the C.C.1 version of the R.A.F., Pioneers serve the armed forces of Ceylon, Malaya and Muscat & Oman. Span 50 feet



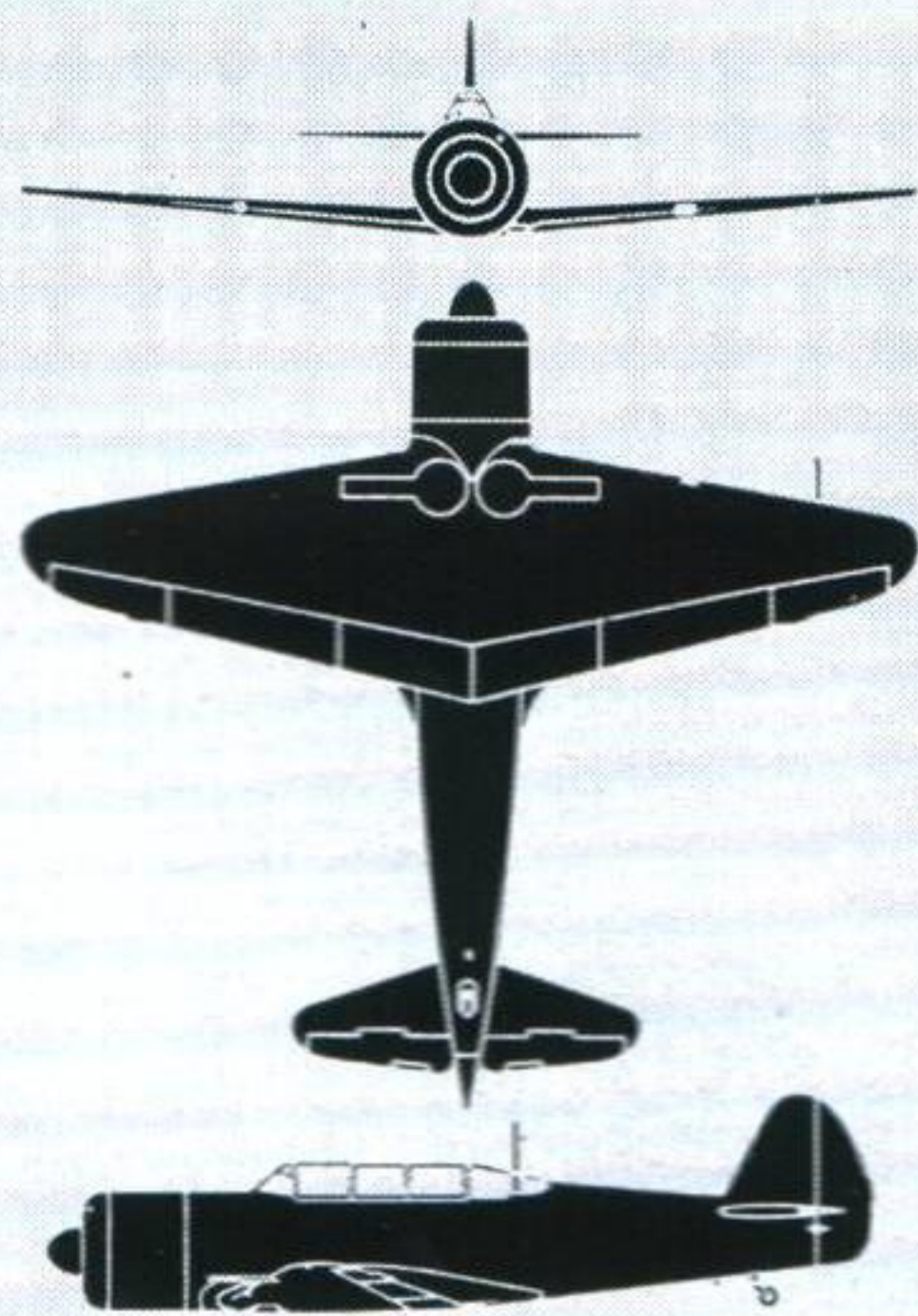
DORNIER Do27 Of over 700 Do27s built in Germany, over 400 were delivered to the Federal Republic Forces. As the CASA-127, the Do27 is being built in Spain for the Spanish Forces. Span 38 feet



MUSTANG Famous as the P-51 of the American Forces and Mustang in the R.A.F. during the war, numbers of the F-51D version still serve in some of the smaller air forces, including Indonesia. Span 37 feet

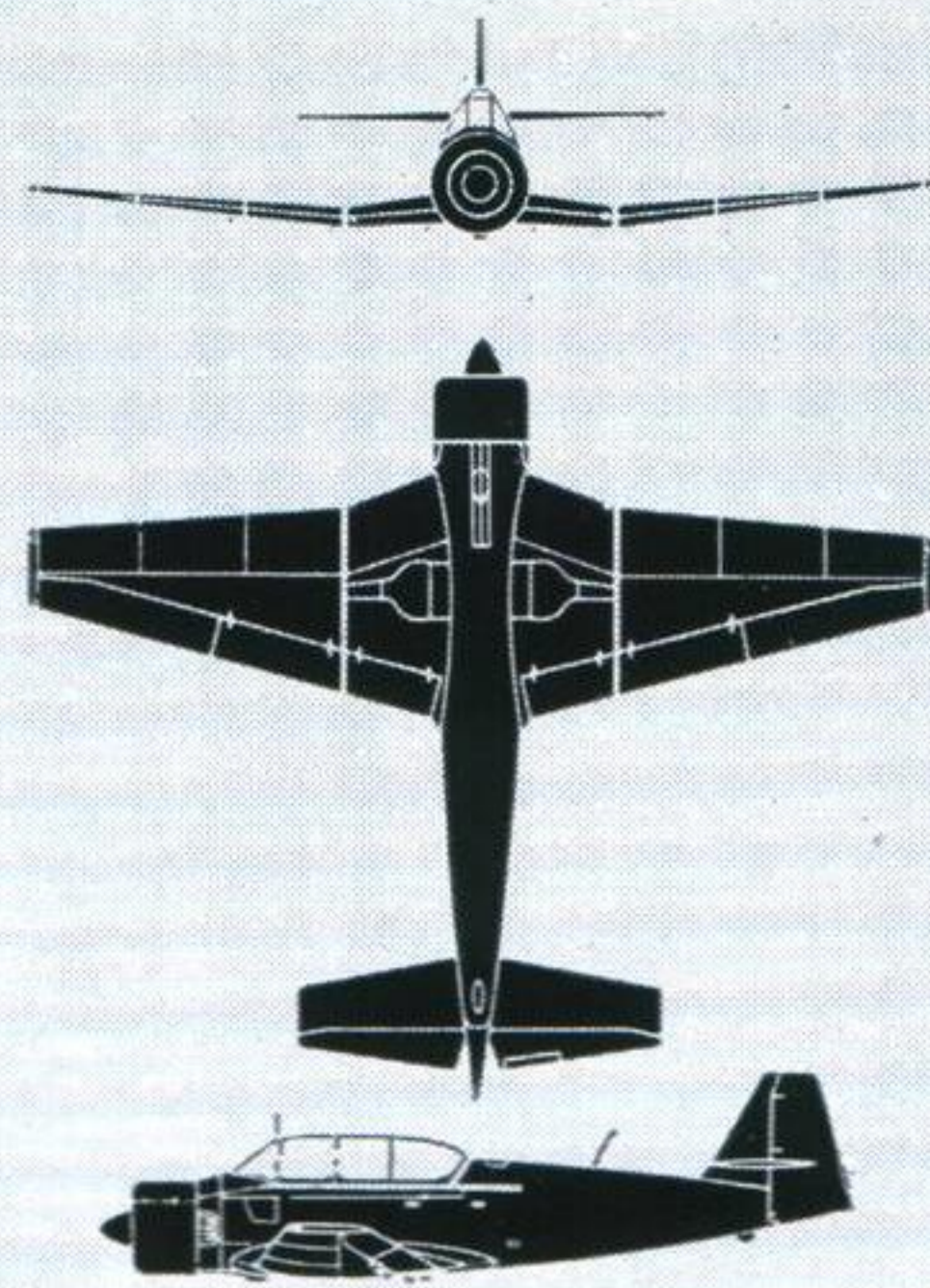


SKYRAIDER Although the A-1 Skyraider is being withdrawn from front-line U.S. Navy service, it is in action in Vietnam and is operated in Sweden for target-towing. Canopy shapes vary according to version. Span 51 feet



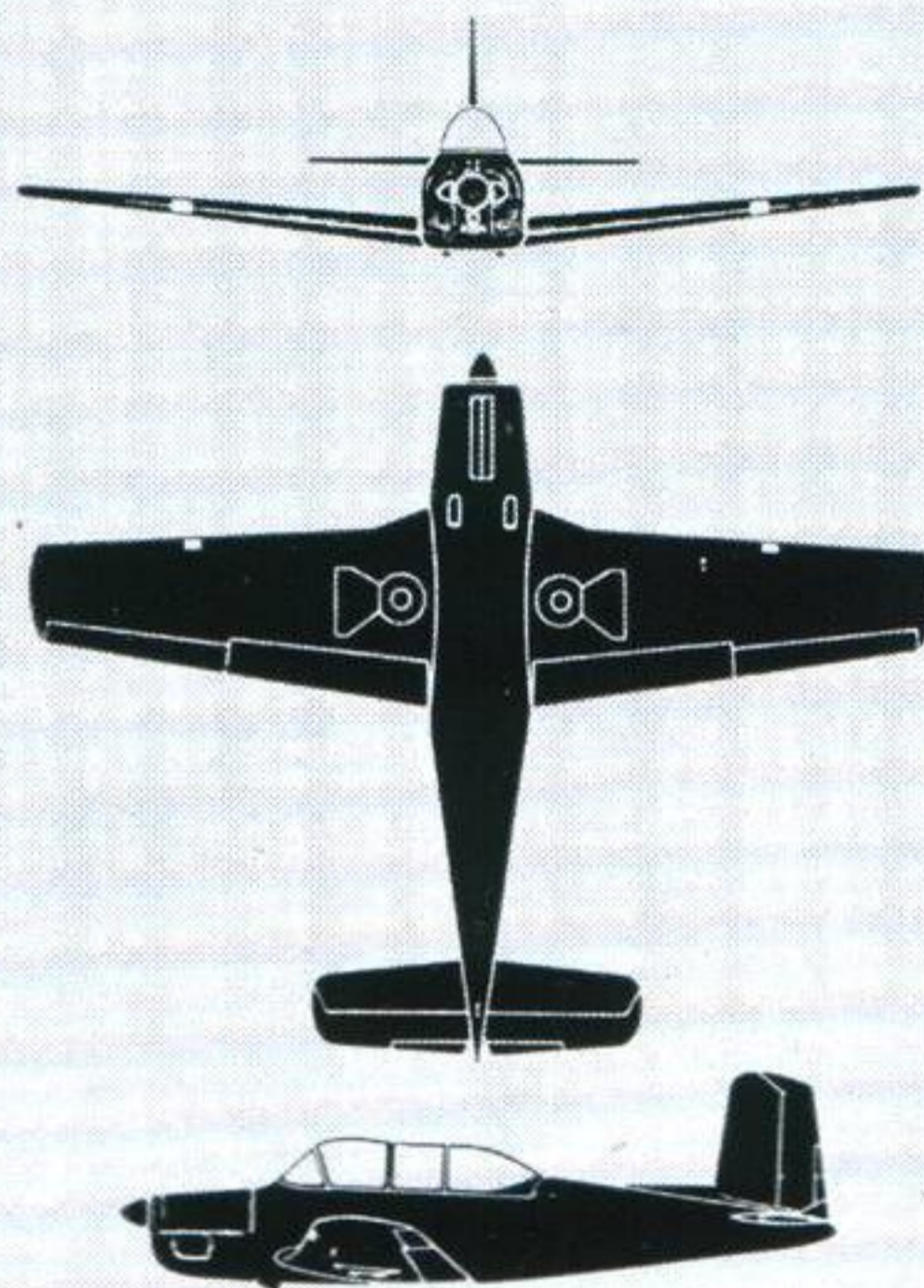
MOOSE The Yak-11 trainer, built in Russia and Czechoslovakia, has been supplied to a number of countries in two main versions, one with conventional and the other with tricycle undercarriage.

Span 31 feet



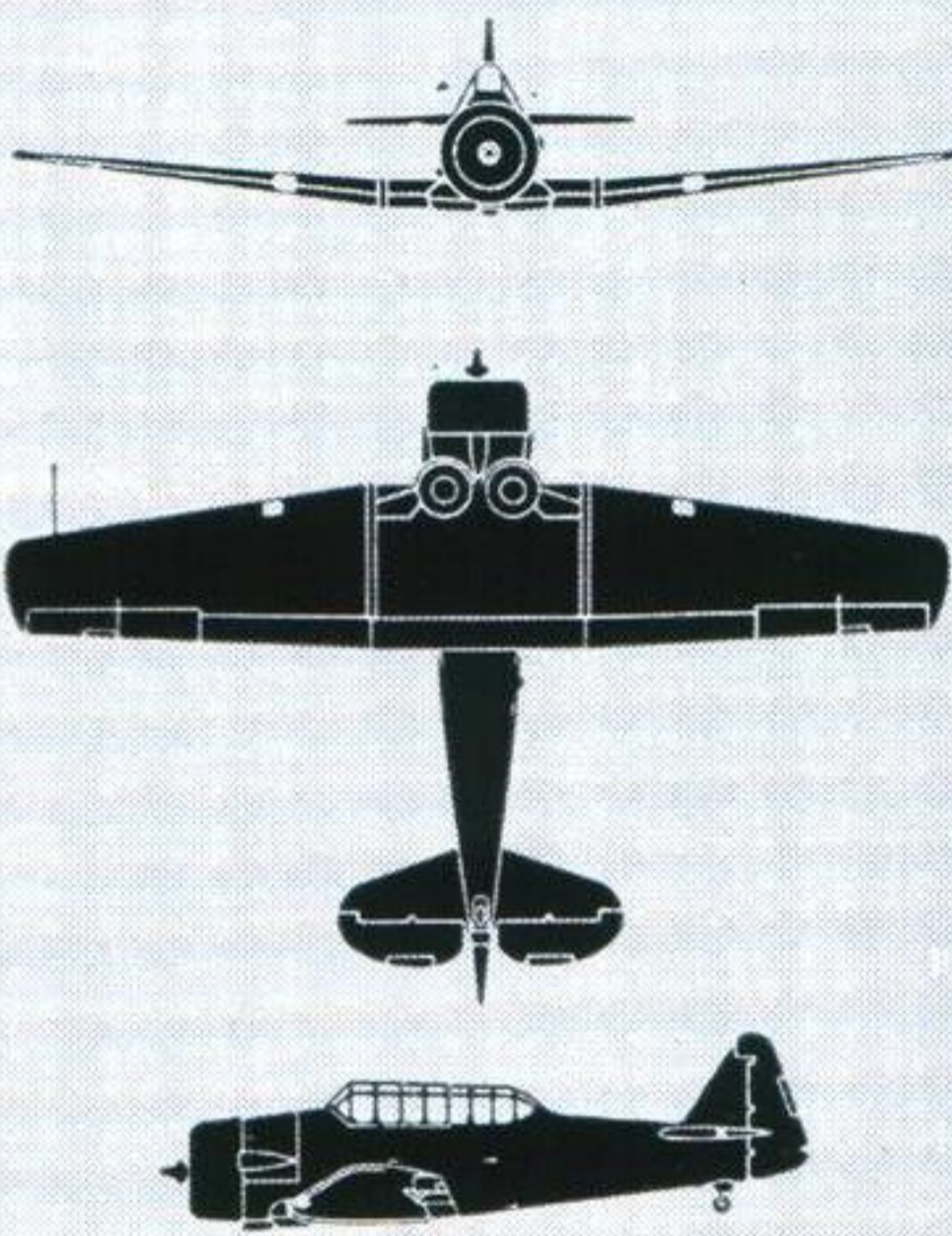
BIES Polish basic trainer in Polish Air Force and civil use. Light armament may be carried.

Span 34 feet



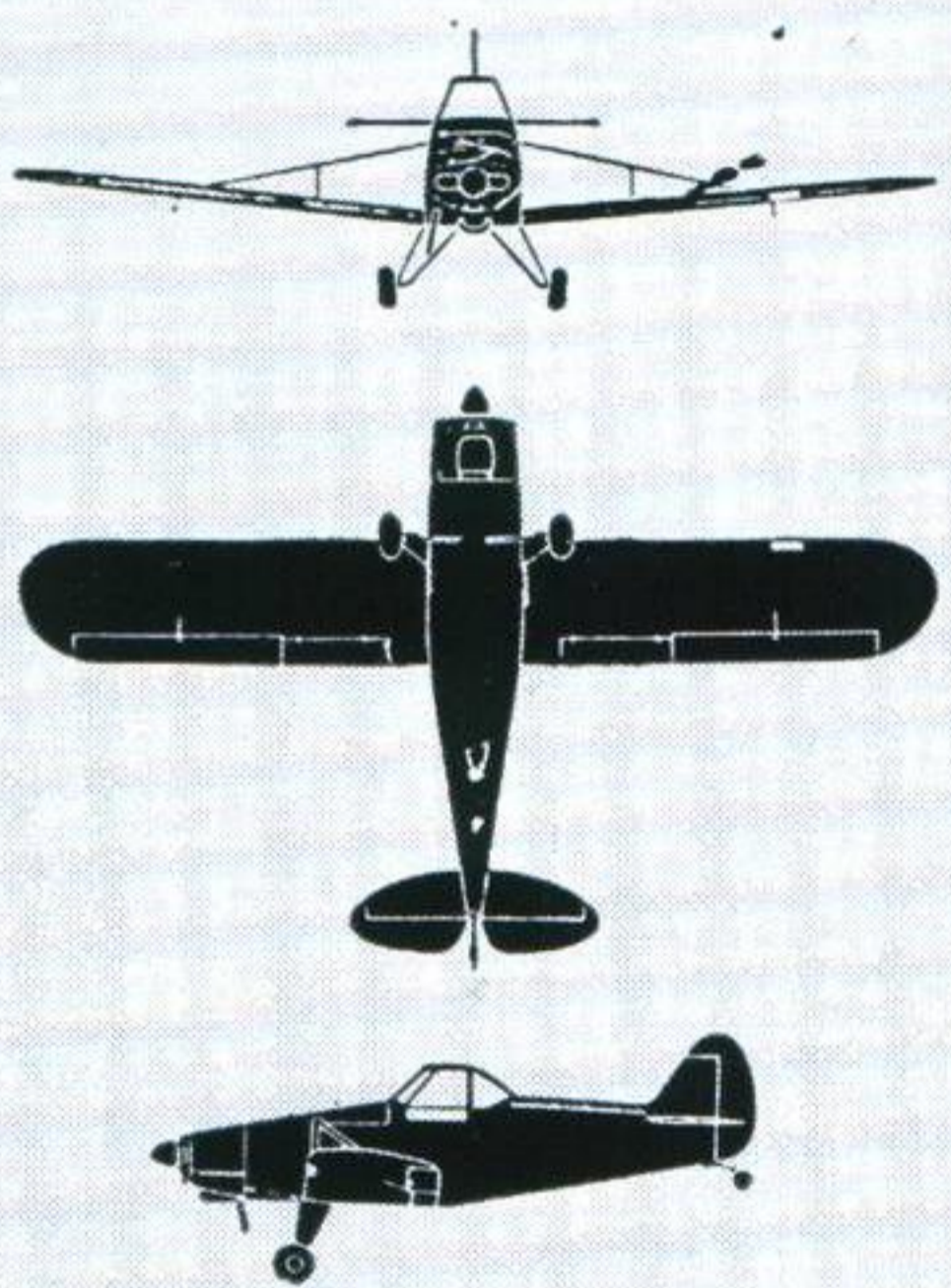
MENTOR Built in America, Canada and Japan and assembled in the Argentine, the T-34 Mentor is widely used as a trainer in a dozen air forces.

Span 33 feet



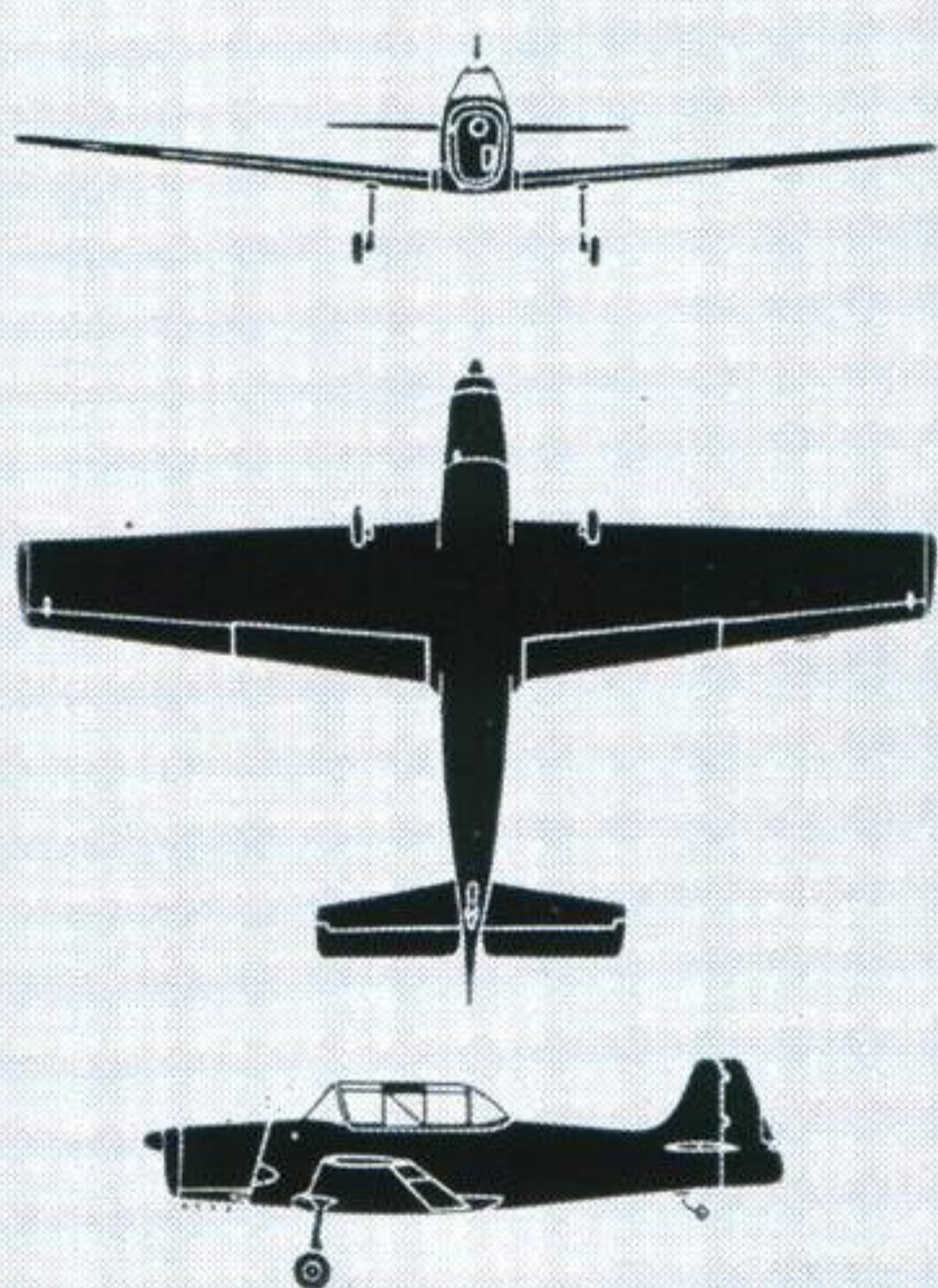
HARVARD This wartime trainer, the T-6 Texan, is still used by the air arms of some thirty-five nations.

Span 42 feet



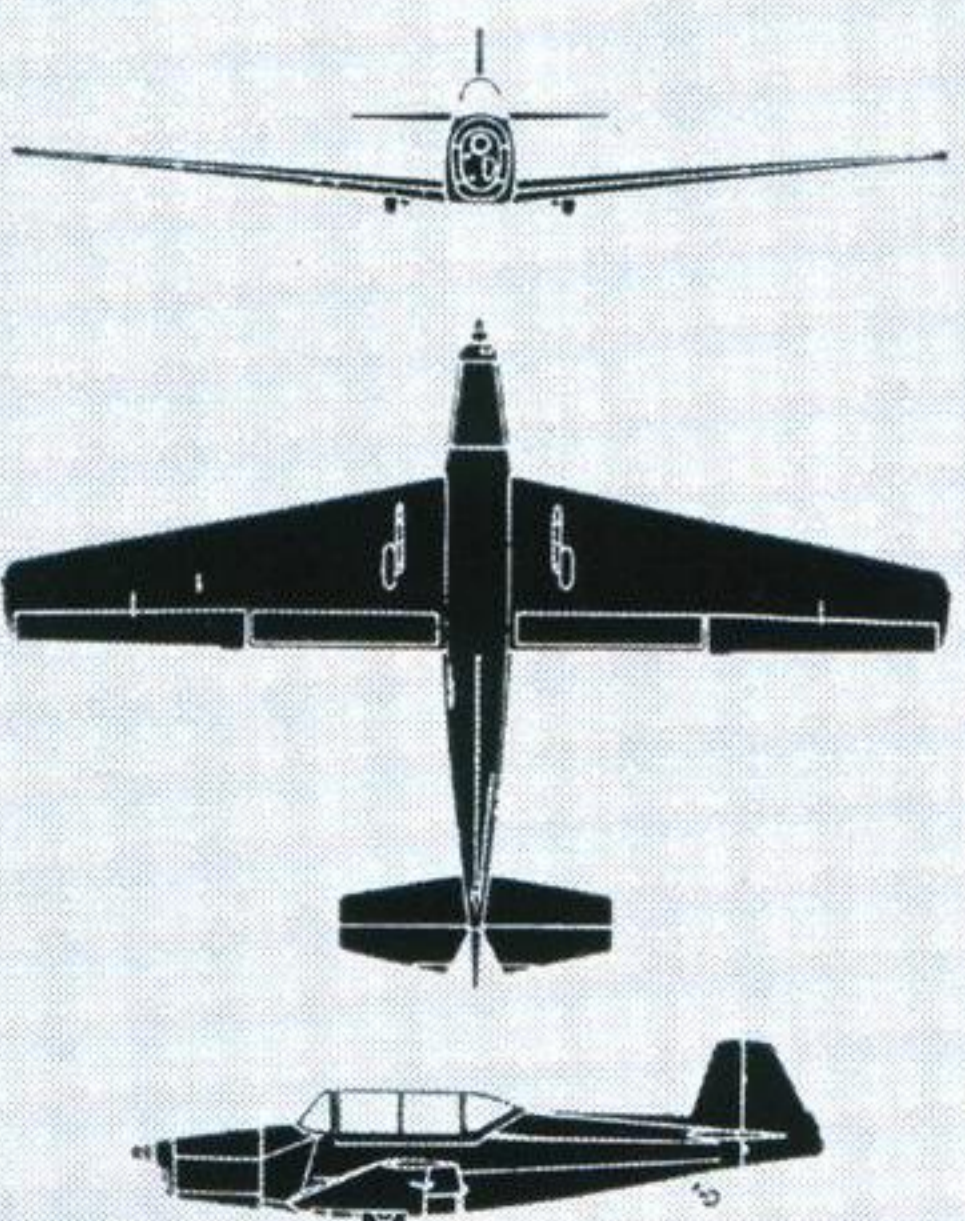
PAWNEE A widely used agricultural aircraft by Piper of which well over a thousand have been built.

Span 36 feet



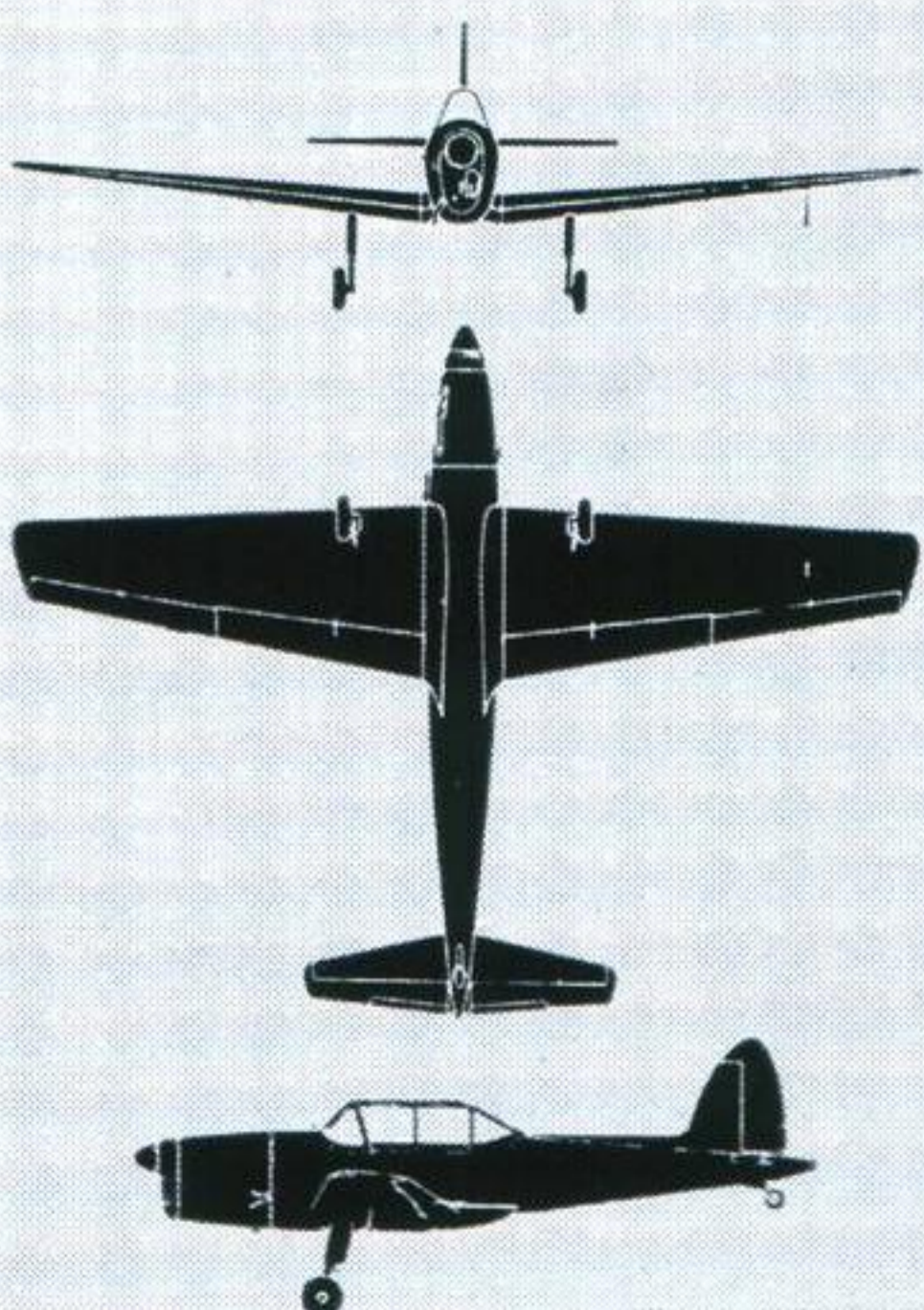
HINDUSTAN HT-2 Primary trainer of the Indian Forces this Indian-designed and built aircraft has been supplied to the Ghana Air Force and one was presented to Indonesia.

Span 35 feet



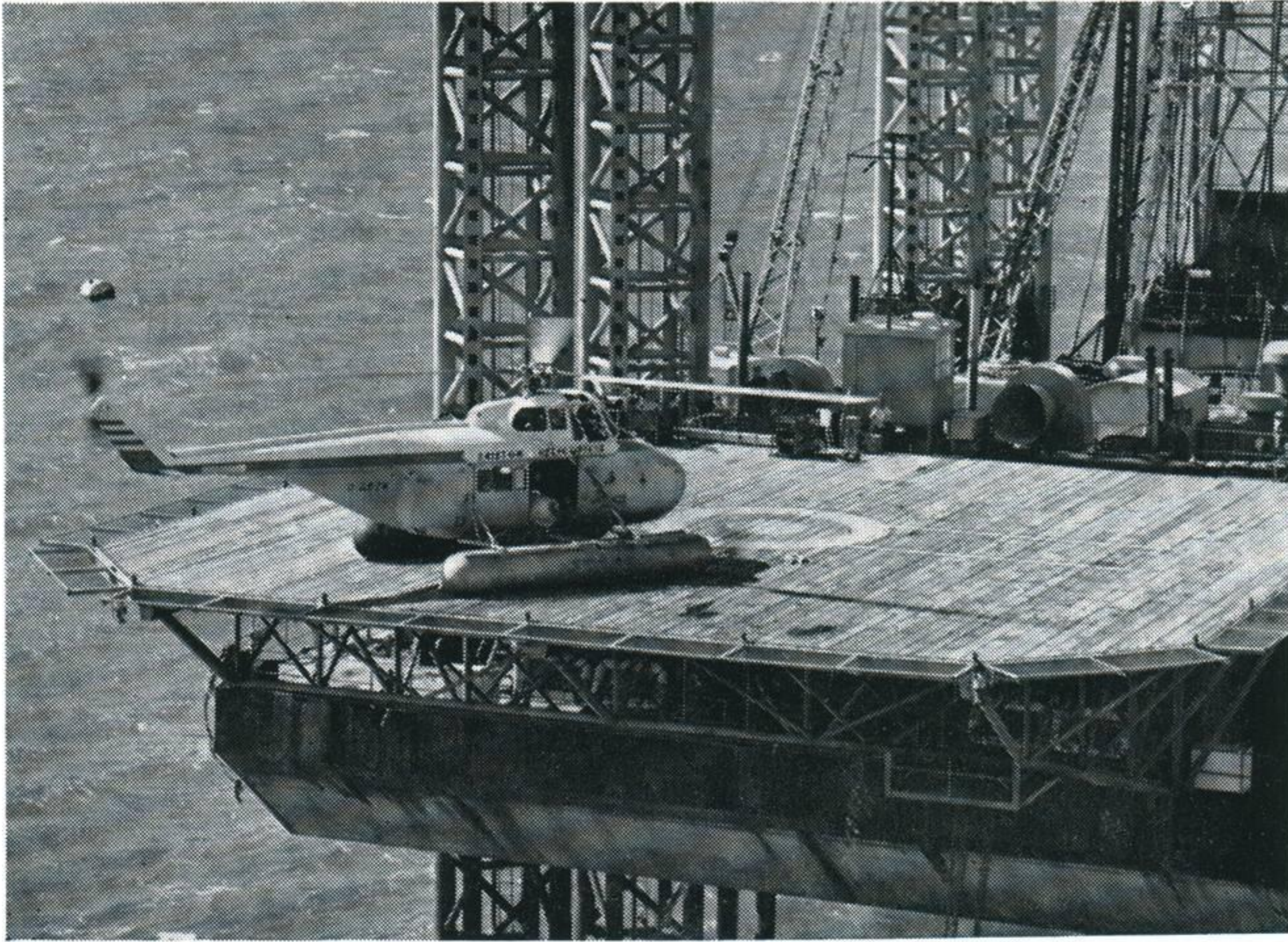
TRENER Some one thousand examples of the Zlinn Z26 series have been built of which the Zlinn Z326 Trener-Master is illustrated. The Z326 version may be fitted with wingtip tanks.

Span 35 feet

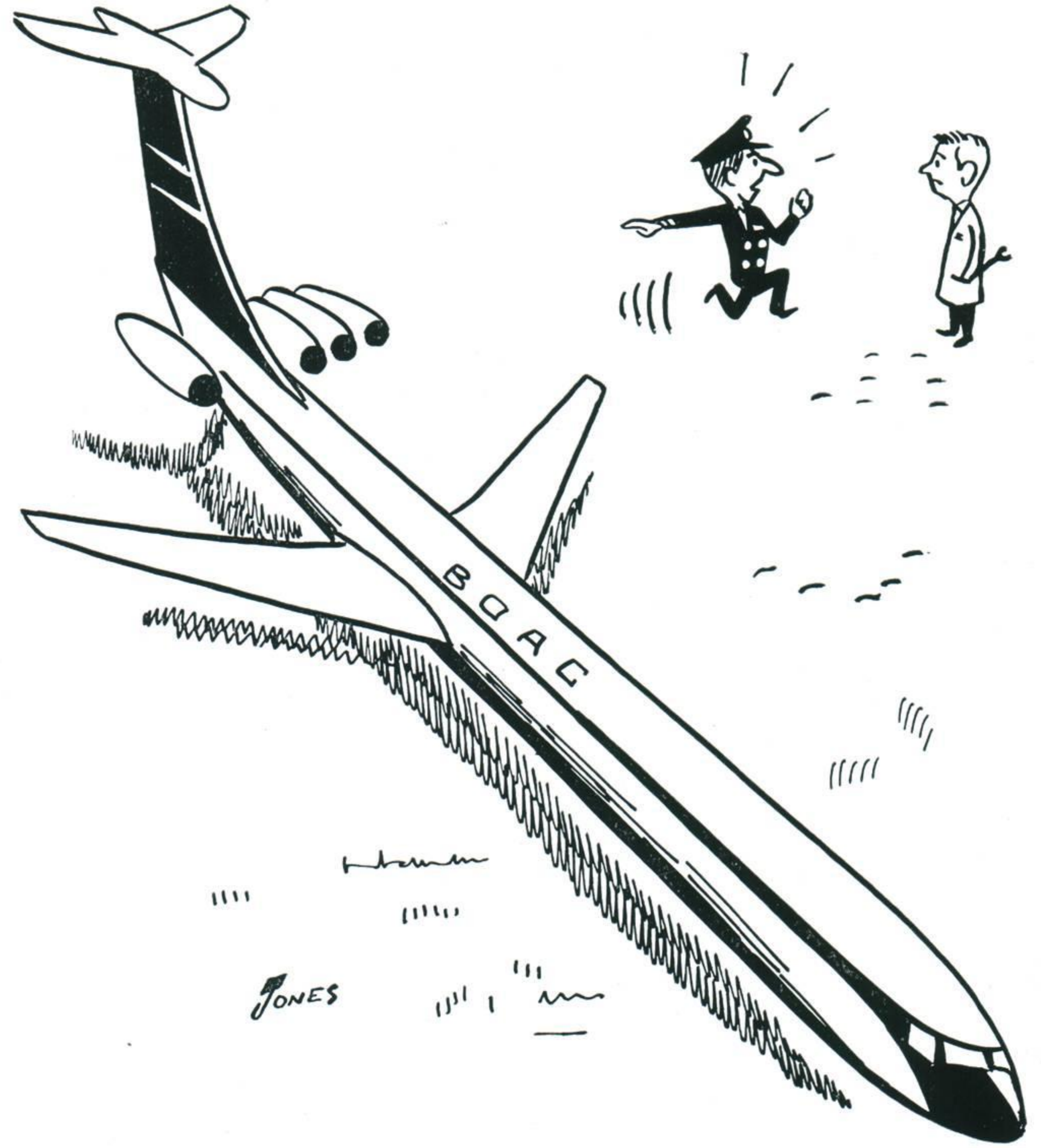


CHIPMUNK Over a thousand of these Canadian trainers were built in the U.K. and sixty in Portugal. No longer a standard R.A.F. trainer, a few remain in British service and many are in civil use.

Span 34 feet



Cover Photo: The Whirlwind Series 3 with the longer nose to accommodate the Gnome engine are now in civil, as well as R.A.F. service. The example shown replaces a boat formally used for ferrying to this off-shore oil drilling rig.

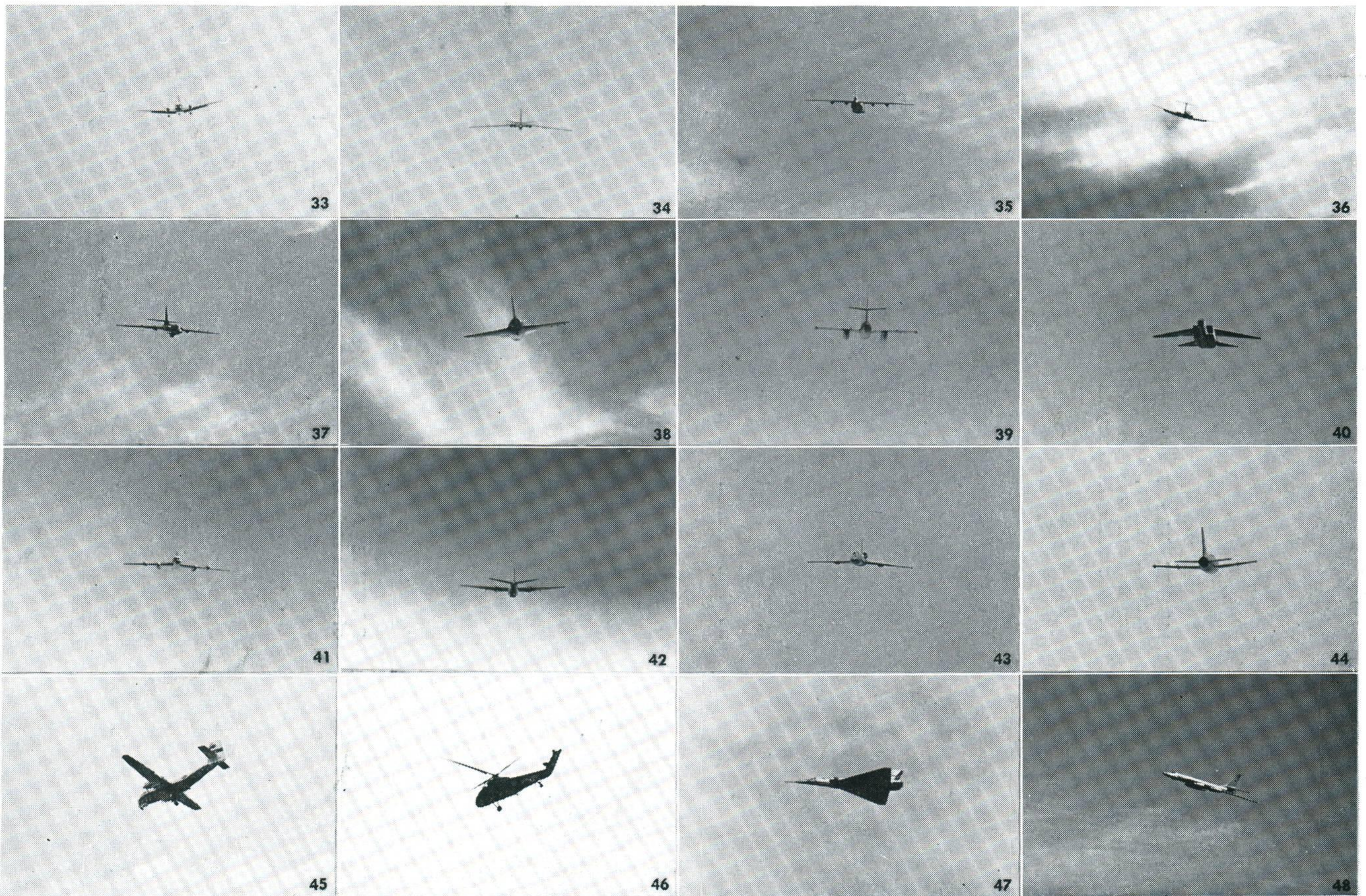


Solutions to Airborne Headaches No. 2 in the January 1965, edition:

- | | | |
|--------------------|-----------------------|---------------|
| 17 Vautour | 22 B-58 Hustler | 28 Friendship |
| 18 F-4 Phantom II | 23 Gnat T.I | 29 Caribou |
| 19 Dominie (HS748) | 24 Twin Pioneer | 30 Camel |
| 20 Brewer | 25 F-105 Thunderchief | 31 One-Eleven |
| 21 A-4 Skyhawks | 26 Wasp A.S.I | 32 Coot |
| | 27 A-3 Vigilante | |

AIRBORNE HEADACHES

No. 3



Submission dates for answers to Airborne Headaches No. 3 will be notified by Group Headquarters.