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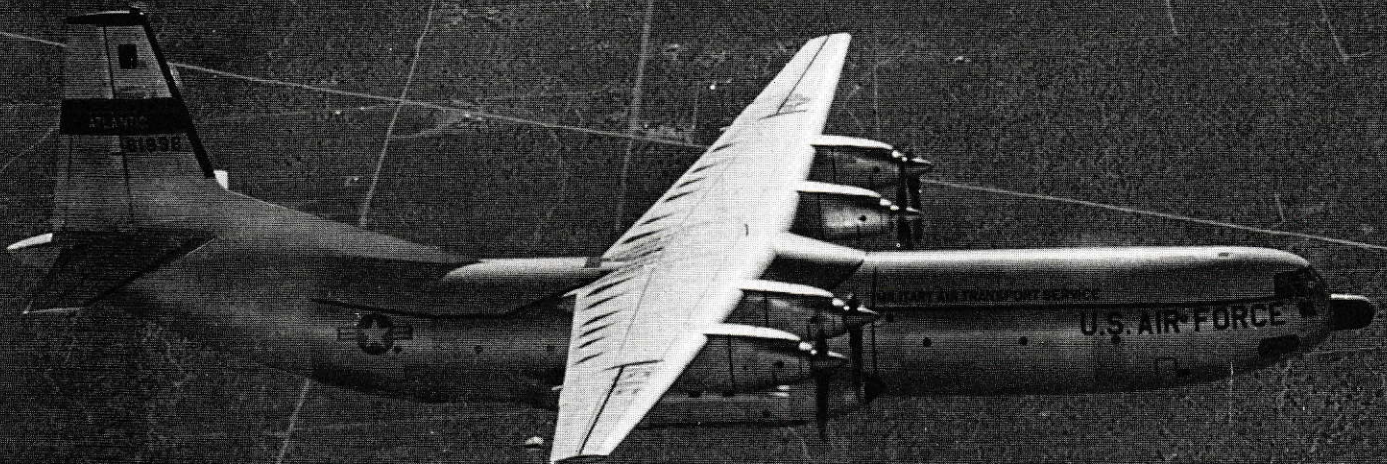
ROYAL



OBSERVER CORPS

# RECOGNITION

*Journal*  
and R.O.C. GAZETTE



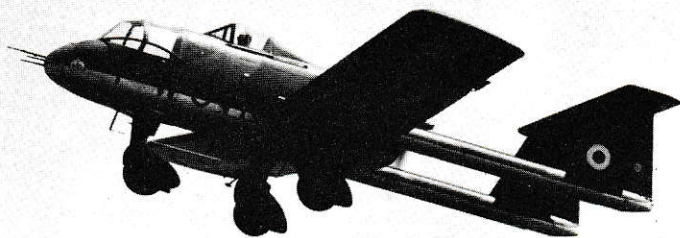
Vol. 1 JANUARY 1959 No. 1



# POTEZ 75

## FRENCH GROUND SUPPORT AIRCRAFT

**H**EAVILY armed and armoured despite its low weight (about 2½ tons), the Potez 75 is used by the French forces for observation, anti-tank and general ground-support missions. The pilot sits in the upper cockpit, while his observer/weapon controller occupies the lower forward one. Weapons may include rockets and guided missiles slung below the wings. Recognition-wise, the Potez 75 has a most unforgettable shape; practice with this lesson will help you to be sure of remembering its name as well.



Wing Span: 43 feet



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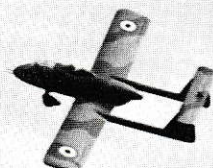
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Span?

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THE ROYAL



OBSERVER CORPS

# RECOGNITION JOURNAL AND R.O.C. GAZETTE

The Royal Observer Corps Recognition Journal and Gazette is a monthly publication produced in the Department of the Assistant Chief of the Air Staff (Training), Air Ministry, and prepared in collaboration with the Ministry of Supply (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.

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\*Identification Lessons.

## A Personal Message to All Members

FROM

## Air Commodore J. H. T. SIMPSON

Commandant, Royal Observer Corps

D.S.O., A.F.C.

THIS FIRST ISSUE of the *Royal Observer Corps Recognition Journal and Gazette* marks yet another stage of development and, I believe, progress in the affairs of the Corps. Many of you will remember that during the early war years the first journal was the product of private endeavour within the Corps; this was later adopted and published officially and eventually developed into the Joint Services Recognition Journal with which you are all familiar—and now, again, we have our own *Journal*.

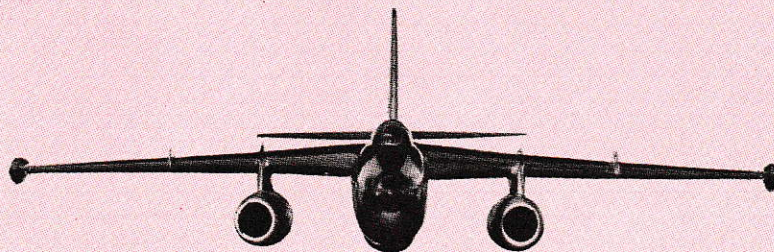
I am sure that many of you will have realised that the journal produced on a "Joint Services" basis and concerned with the recognition of tanks and ships as well as aircraft is an uneconomical publication for the Corps. Inevitably much of the content is of no direct interest to the Corps, and in view of the large proportion of the total issue we take, the need for change, on that score alone, is clear.

There is, however, a wider issue. We shall continue to receive in our own *Journal* the "aircraft recognition" element planned for the Joint Services, yet that material can be moulded to serve our own particular interests. Furthermore, as the R.O.C. Gazette is now to be merged into this new *Journal*, there will be full opportunity to publish information relating to both the Fall-out and Aircraft roles of the Corps. In short, the Editor (who I am happy to say continues unchanged) and Headquarters R.O.C. are free to decide the kind of material that best serves the interest of the Corps—and, moreover, free of any consideration for the wishes of other Services.

I feel that we can, indeed, take some pride in once again being in possession of our own *Journal*, and I am satisfied that this will prove to be a step in the right direction.



TARGETS  
START  
HERE



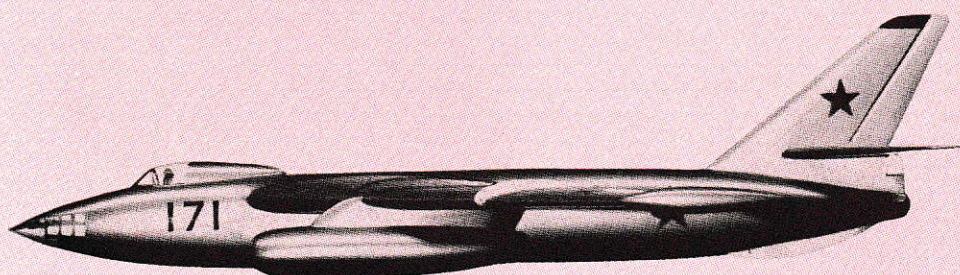
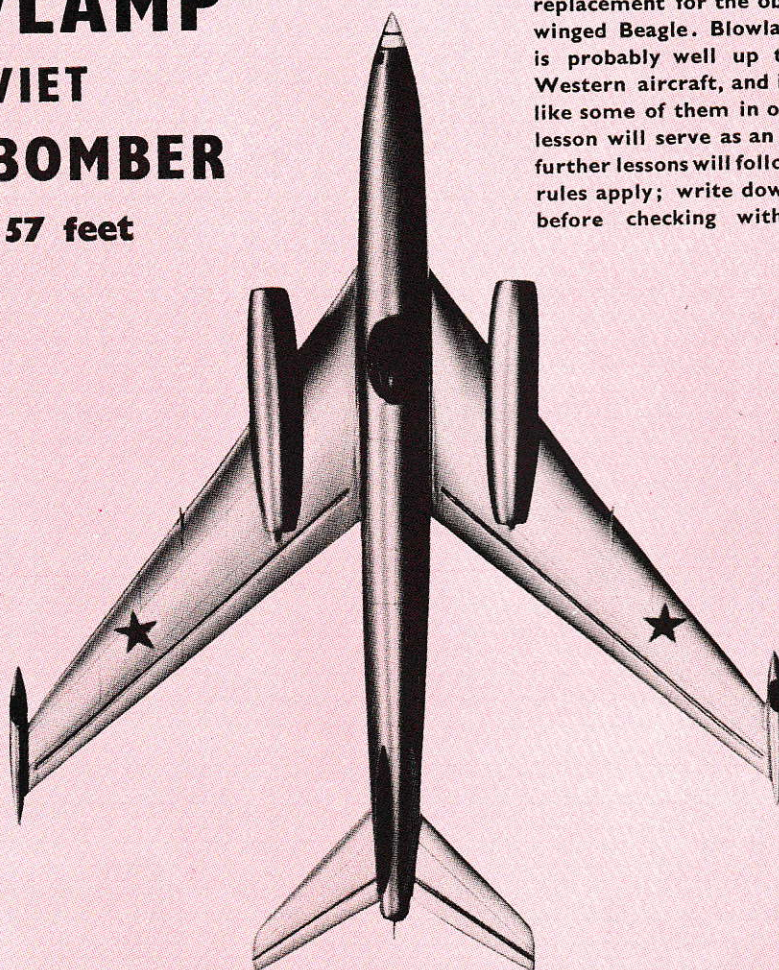
# BLOWLAMP

## SOVIET

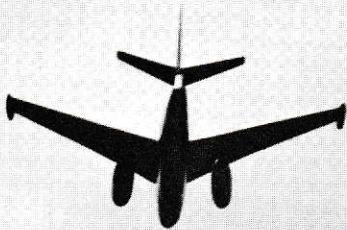
# LIGHT BOMBER

Span: 57 feet

**T**HIS new twin-jet bomber for the Soviet Air Force may be presumed to be a replacement for the obsolescent straight-winged Beagle. Blowlamp's performance is probably well up to that of similar Western aircraft, and it is uncomfortably like some of them in outline as well. This lesson will serve as an introduction to it; further lessons will follow. The usual lesson rules apply; write down all your answers before checking with the rear cover.







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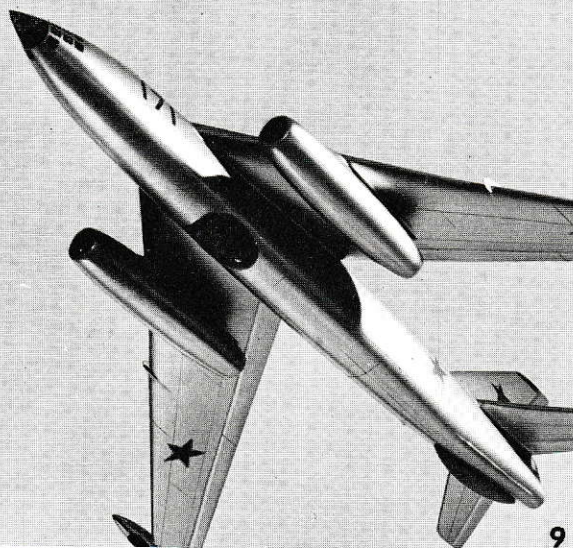
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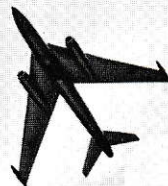
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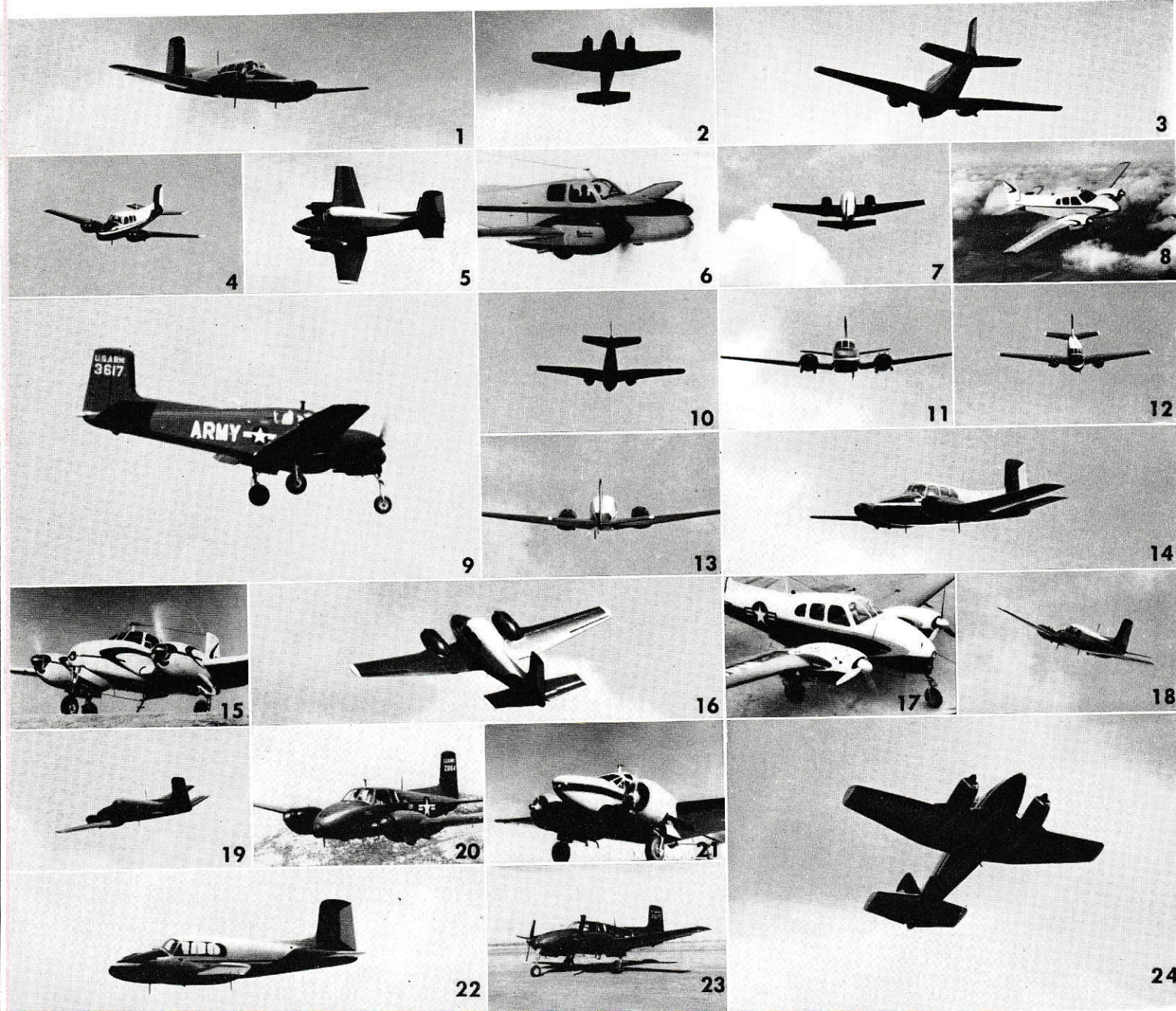


# TWIN-BONANZA

This attractive twin engined light "executive" aeroplane is a six-seater, and is quite a favourite both in the U.S. civil market and in the U.S. Army, where it is known as the L-23 Seminole; it appears in both guises in this lesson. Several Twin-Bonanzas have also been sold outside the United States. Also included in the lesson is one target view which is not a Twin-Bonanza: can you say which one? There is no need to identify the "joker", but as you identify each of the other views, write its name against the appropriate number on a prepared list. Solutions are on the rear cover.



Wing Span: 45 feet





# Briefs

A collection of items of news and interest which may help your recognition.

## Mohawk

The Grumman Mohawk (shown here in model form) is a new high-performance observation aircraft for the United States Army, Navy and Marine Corps. It is designed to have good short take-off capabilities combined with a top speed of about 350 m.p.h., and will be powered by two turboprop engines. Originally designed with a single tail, it now has a triple unit as shown. Orders for the U.S. Army stood at 44 of these aircraft at the time of writing. The prototype is expected to fly this year.



\* \* \*

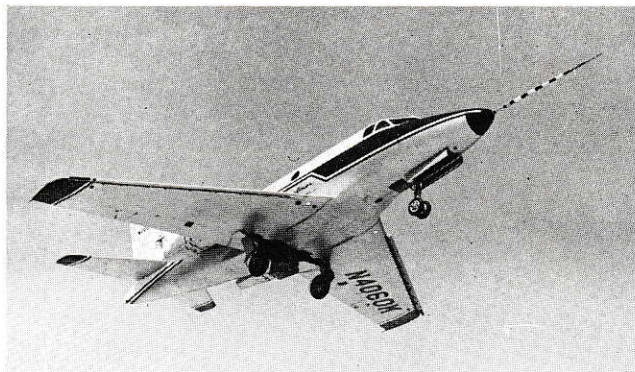
## Vigilante

A better idea can now be obtained (*bottom photo*) of the shape and character of the new U.S. Navy attack bomber, the North American A3J-1 Vigilante. In addition to quite a variety of ordnance (including nuclear weapons, conventional bombs, or missiles), the two-seat Vigilante can also be equipped with a "buddy tanker" refuelling package to refuel other strike aircraft. An interesting—in fact, a unique—technical feature of the Vigilante is its method of bomb delivery. Bombs are ejected rearwards out of the tail via what is called a "linear bomb bay": this is, in effect, a tunnel running internally lengthwise along the aft section of the aircraft's fuselage. Approximate dimensions of the Vigilante are: span 50 feet, length, 70 feet. Power comes from a pair of General Electric J-79 jet engines of some 15,000 lb. thrust apiece, which give it a high supersonic speed and, it is claimed, a good performance at very low level.

## Sabreliner

This attractive little aeroplane, the third aircraft flying to employ rear fuselage-mounted jet engines,\* is the North American Sabreliner, shown taking off for its maiden flight on September 16th last. Developed to a U.S.A.F. requirement for a utility trainer and transport, the Sabreliner cruises at 500 m.p.h. at 45,000 feet (cabin pressurised at 8,000 feet). It is a sign of the times that the Sabreliner, which can carry up to 10 persons, is smaller, in terms of weight, than the single-seat Super Sabre fighter. Span of the Sabreliner is 42 feet and length 43 feet.

\* Others are the Caravelle and the Jetstar.



\* \* \*

## Russian Code Names

In a recent "Iron Curtain Digest" (page 234 of the September 1958 *Journal*) it was reported that the code name "BOOT" had been ascribed by Press sources to the turboprop-driven anti-submarine aircraft seen near Moscow during the Aviation Day celebrations in 1956. It is now possible to confirm this name officially. We are also able to state that the code-name "CLOD" has been given (most inappropriately—*Ed.*) to the AN-14 *Pchelka* small transport, a photograph of which appeared on page 258 of the October, 1958 *Journal*.

\* \* \*

## Hunter Howler

Our paragraph about the Hunter T Mk. 8 for the Royal Navy (September *Journal*, page 231) was not entirely accurate. This aircraft is fitted with an arrestor hook but not, as we stated, with "other necessary ship-borne equipment". The Hunter is intended for use at naval land bases only; the hook is added, apart from training purposes, only as a safeguard against overshoots.

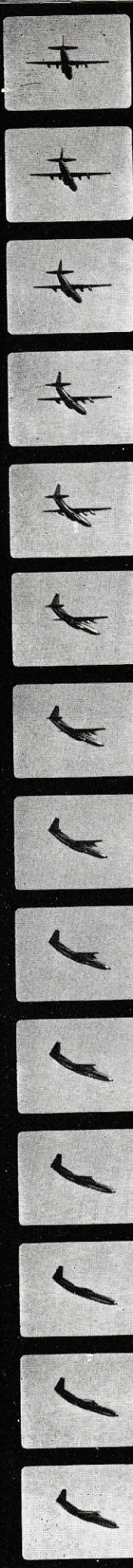
\* \* \*







*Cargomaster*



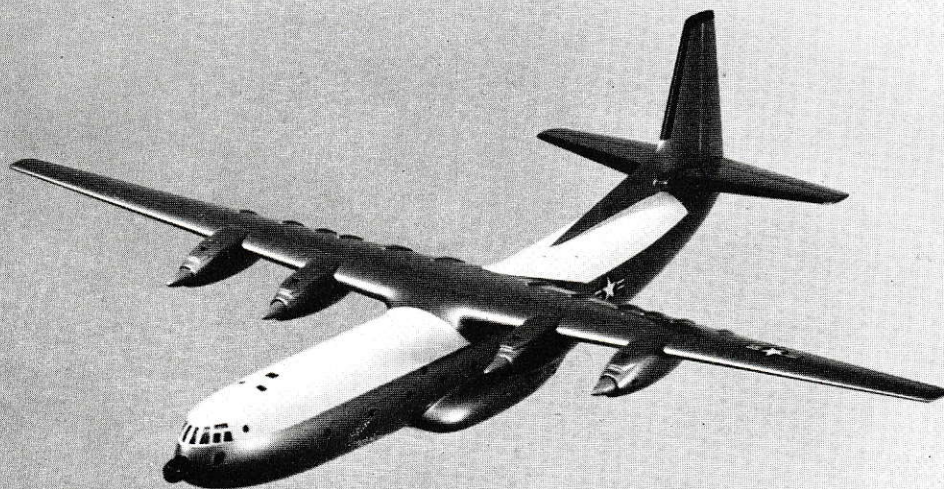
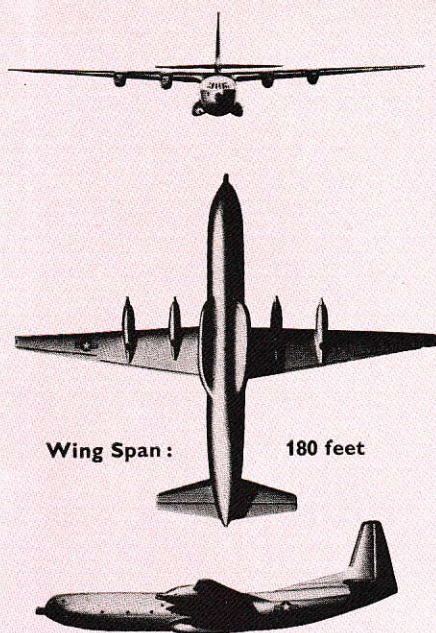






## ***"Banana Boat"***

With a wing spread almost the length of three cricket pitches and a gross weight approaching 115 tons (payload 40 tons or 200 armed troops), the Douglas C-133 Cargomaster in service with the United States Air Force is a giant by any standards. It is in fact the second largest transport aircraft in the world. The slim and elegant wings bear four neat engine nacelles, which are dwarfed by the Cargomaster's great body. This fuselage, all 150-odd feet of it, is just a great long cylinder, an impertinent radar "pimple" at one end and rising in a steady underside curve at the other. Atop this rear end is a tall fin, with a fairing whose top-line is roughly parallel with the underside curve in side or near-side views. The wing unit is raised up on a kind of shallow plinth, presumably to prevent it encroaching on internal stowage space, and this feature, combined with the lifted-tail look, prompted our title likening the aircraft to a flying banana. The long bulges on the fuselage flanks house the main landing gear.



**CARGOMASTER**

**CARGOMASTER**



**First Target**







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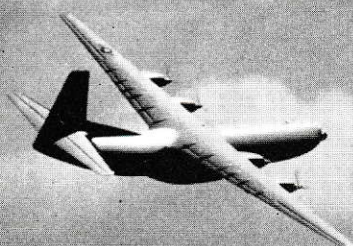
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## Spot the Cargomasters

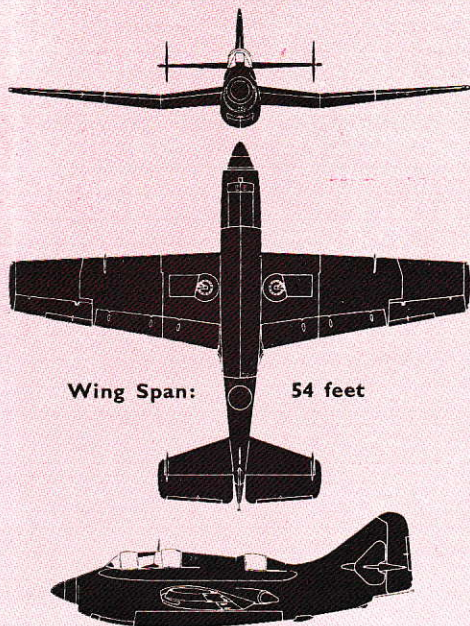
**T**HE NAMED VIEWS opposite are keys, the numbered views are targets; the one will provide the answers to the other. First make a list of the target numbers, then select one or two straightforward targets (Nos. 5 and 18 might be good ones, but make your own choice), and decide from comparison with the key views whether they are Cargomasters or not. If you think they are, write "Cargomaster" against their numbers on your list. Now pick a few more and do the same again; then a few more, and so on until you have answers to all 25 target views. You will find some jokers, but you need not identify these. Finally, check your answers against those on the rear cover.



# GANNETS

**T**HE FAIREY GANNET has been a familiar sight in many quarters for a number of years; in other quarters it may be less well known.

With the aid of this lesson, those spotters who are not "Gannet-happy" can catch up on those who are. The anti-submarine Gannets (Mks. 1 and 4) can usually be spotted by the tell-tale radar "dustbin" under the belly; the big key photo and the silhouette show the Gannet AS Mk. 1. Likewise, the trainer Gannets (Mks. 2 and 5) are traceable by the absence of the ventral radome and, if detectable, by the light-coloured bands on their wings and rear fuselage. The clever blokes can also try picking out the new Early Warning Gannets in the lesson—of which more below. List the target numbers and write down "Gannet" for each view you can identify, adding mark numbers if possible. Solutions are on the rear cover.



Wing Span: 54 feet



GANNET AS Mk. 1

## KEY VIEWS ↑ ↓

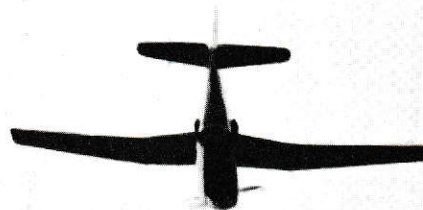


GANNET AEW Mk. 3

**THE GANNET AEW Mk. 3** has a single cockpit, and a straight top-line running back to the fin, which is squared off at the top. The underside is characterised by the giant radar bulge below the forward half of the fuselage.

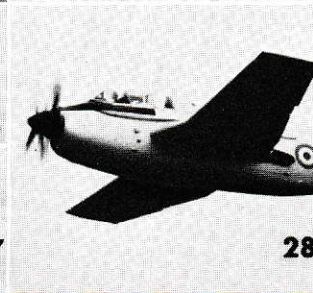
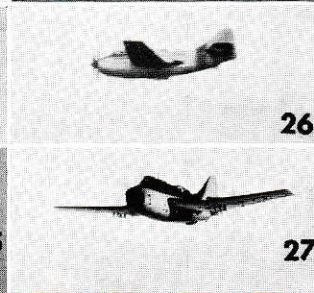
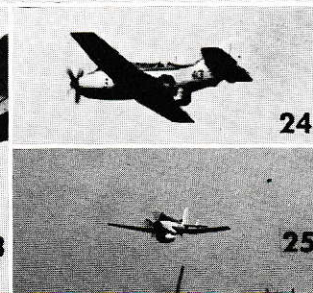
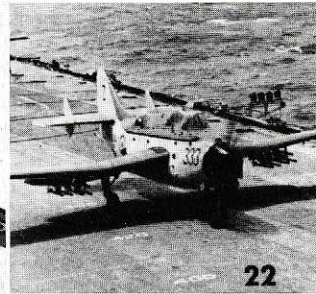
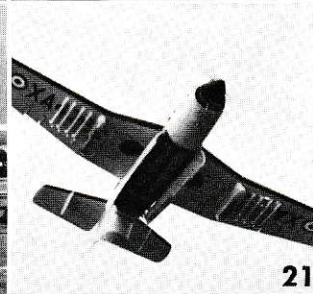
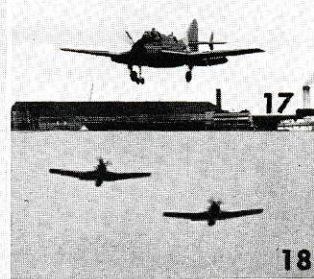
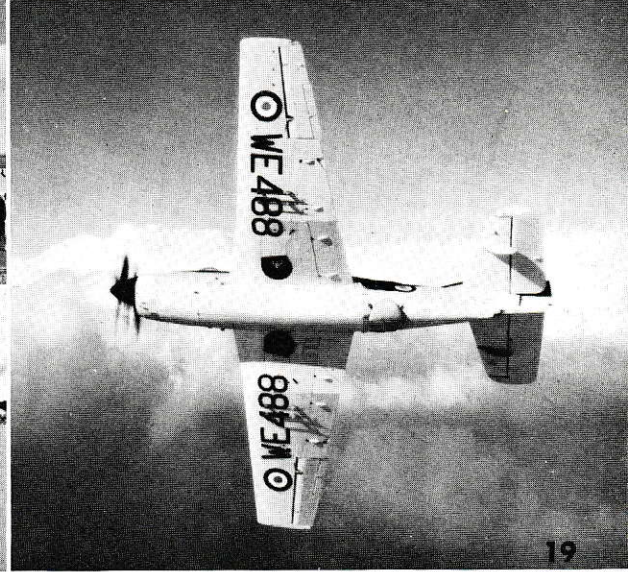
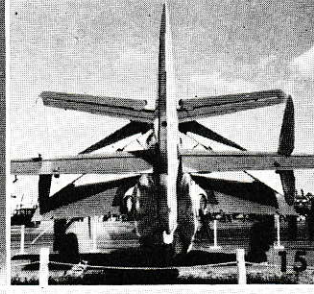
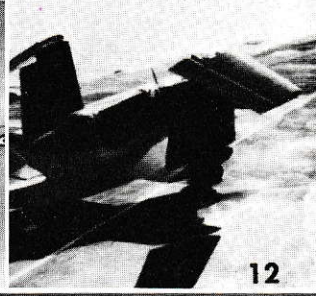
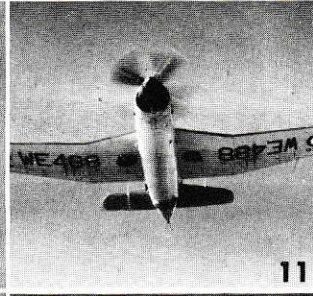
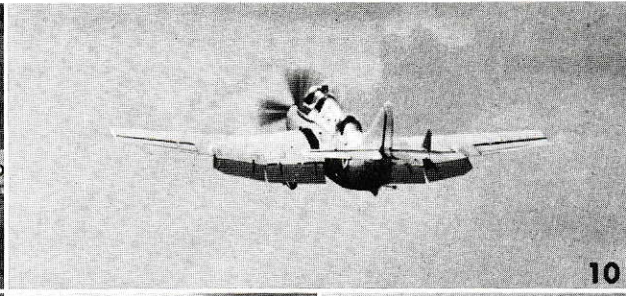
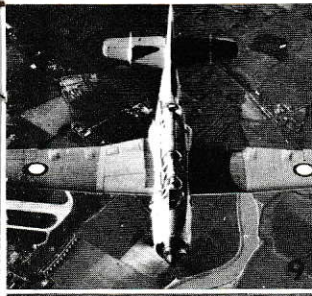
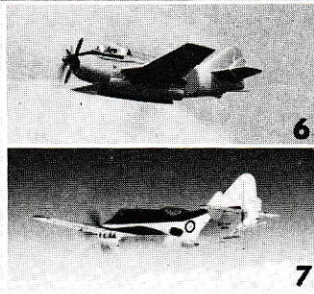
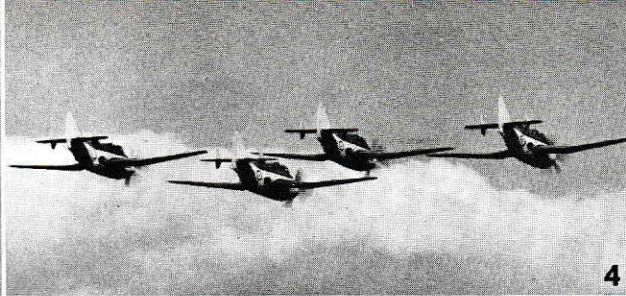


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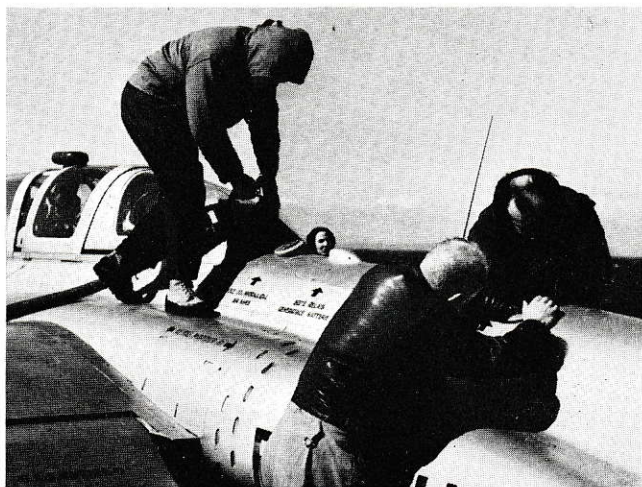




# In Passing . . .

## True or False ?

The photograph appearing in the November 1958 edition was of the lower portion of the nose and port engines of an Avro Shackleton MR Mk. 1; now try your skill at this one. There are quite a few clues in the picture: it is just a question of interpreting them correctly. The aircraft has been the subject of a lesson in the *Journal* in recent months, so you ought to be able to identify it from this picture. One other small clue: the men working on the aircraft are all at sea !



★ ★ ★

## Department of Unconscious Humour

From an article in *The Roundel* on airwomen's dress in the R.C.A.F.—

"... after months of study, during which airwomen were required to sit in office chairs for weeks at a stretch and provide first-hand impressions . . ."

## JOURNALS, PHOTOGRAPHS AND RECOGNITION MATERIAL

Many enquiries are received from readers who wish to obtain copies of *Journals*, photographs or other recognition material shown or listed in this publication. We regret that it is not possible to supply these from the Editorial Office. Applications from the Services and other official bodies for copies of the *Journal* and for recognition charts, diagrams, etc., should be addressed through the normal official publications channels, and not direct to the Editorial Office or to the Air Ministry. The *Journal* is not for sale to the public. We also regret that we have no facilities for supplying photographs or technical information.

## WANTED

Small quantities of the following back numbers of the *Journal* are needed to replenish editorial stocks:—

Vol. III No. 11	July 1945
Vol. III No. 13	September 1945
Vol. 6 No. 9	September 1951
Vol. 6 No. 10	October 1951

If any readers have copies which are in fairly good condition, and which they can spare, it will be very much appreciated if they will forward them to The Editor, Joint Services Recognition Journal, Air Ministry (S.T.6), 2/8, Richmond Terrace, Whitehall, London, S.W.1.

## Further "Spotting Possibles"

Aiglet  
Alpha  
Bristol 192

Fairey Ultra Light  
Saunders-Roe P.531

Stratoliner  
Westminster



## BOOK REVIEWS

"ABC of Civil Aircraft Recognition" by JOHN W. R. TAYLOR. 34 pp. (Illus.). "ABC of Rockets and Missiles" by MAURICE ALLWARD and JOHN W. R. TAYLOR. 36 pp. (Illus.). Published by Ian Allan Ltd. at 2s. 6d. each.

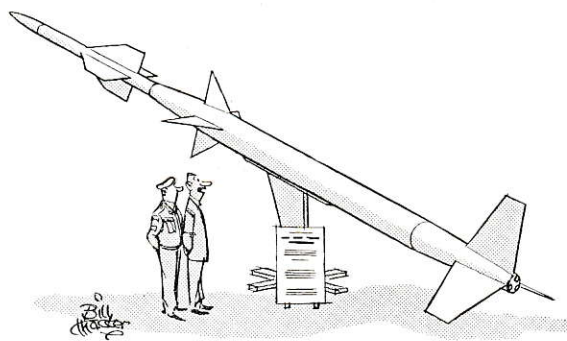
Current editions of the aeronautical "ABC" series seem to be standardising on the 9½ in. × 7¼ in. page size introduced by the Russian aircraft book earlier in the year: a welcome move, I think, because although it makes them rather less pocketable than the earlier editions, which were about half that size, it permits fuller description to be given of the subject matter and enables better justice to be done to many of the excellent photographs included.

The rockets book was particularly due for revision. When the first edition came out, early in 1956, it contained details of 28 rockets; now there are nearly 100 qualifying for inclusion—plus, of course, the crop of Earth satellites which have gone up in the meantime.

"Civil Aircraft Recognition" gives details, silhouettes and photographs of a most comprehensive range of commercial aircraft, from the Avro Tudor (yes, there are still some flying) to the Vickers Vanguard, and including civil helicopters also. A magnificent full-colour centrespread titled "Beauty on the Wing," composed of photographs of the Sycamore, Heron, Viscount and Caravelle, sets this edition off very well.

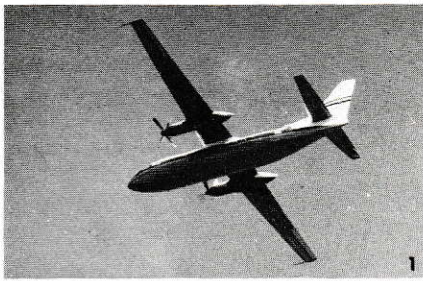
In these two slim booklets you have a feast of information for little more than the price of a packet of cigarettes. But I cannot help wondering if John Taylor ever takes time out for eating and sleeping!

K.G.M.



"Just about the size of the one I got from my missus when I dropped the best dinner service."

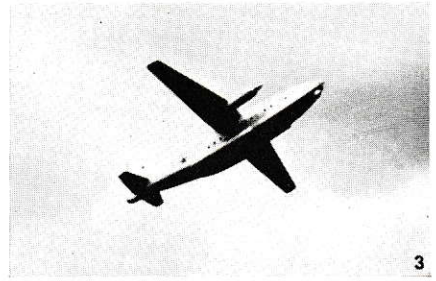




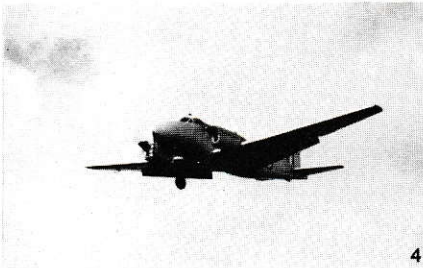
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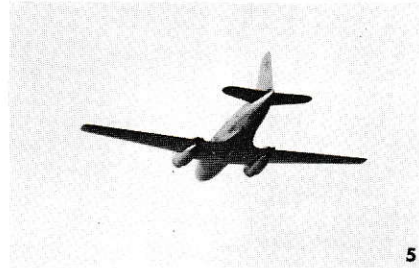
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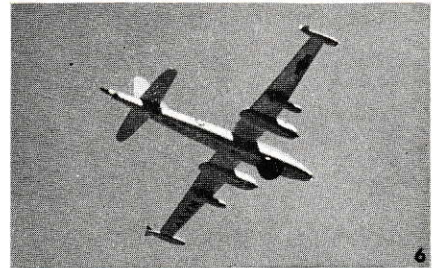
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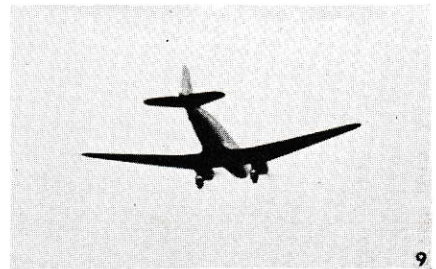
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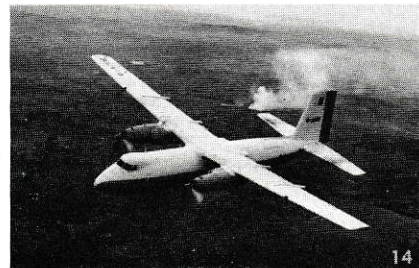
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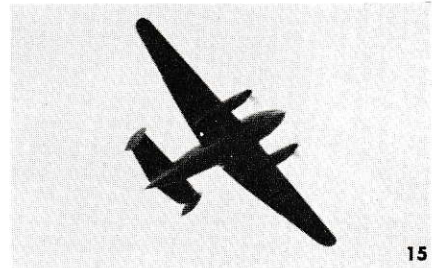
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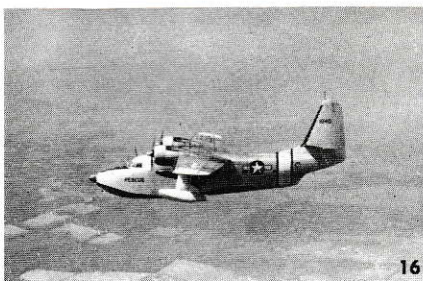
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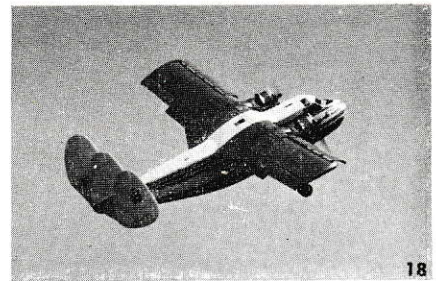
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18

**NON-IDENTICAL TWINS**

*How sure are you?*





**Cover Picture:** Even with no other object in the picture for comparison, the giant Cargomaster transport of the U.S. Air Force manages to convey a feeling of size to the observer. This view emphasises how the dorsal fining to the fin helps visually to "bend" the aeroplane upwards: cover over this feature and you reduce that impression considerably.

#### TWIN-BONANZA

All target views are **Twin-Bonanzas** except No. 21, which is a **Beechcraft Super 18**. Target Nos. 9, 20 and 23 show the U.S. Army **Seminole** version.

#### POTEZ 75

All the target views are of the **Potez 75**.

## SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION

### GANNETS

All the target views are of **Gannets**. Breakdown of Mk. Nos. is as follows:  
**AS Mk. 1 and 4:** 1, 2, 4, 5, 7, 8, 9, 11, 12, 13, 15, 18, 19, 21, 22, 24 and 27.  
**T Mk. 2 and 5:** 6, 10, 14, 16, 17, 26 and 28.  
**AEW Mk. 3:** 3, 20, 25 and 29.

### NON-IDENTICAL TWINS

	Span (feet)		Span (feet)
1. <b>Friendship</b> ...	95	10. <b>Pembroke</b> ...	65
2. <b>Savage</b> ...	71	11. <b>Provider</b> ...	110
3. <b>Camp</b> ...	98	12. <b>Ambassador</b> ...	115
4. <b>Devon</b> ...	57	13. <b>Tracker</b> ...	70
5. <b>Crate</b> ...	104	14. <b>Dart Herald</b> ...	95
6. <b>Neptune (P2V-7)</b> ...	100	15. <b>Flamant</b> ...	68
7. <b>Super DC-3</b> ...	90	16. <b>Albatross</b> ...	80
8. <b>Convair 340</b> ...	105	17. <b>Viking</b> ...	89
9. <b>Dakota</b> ...	95	18. <b>Twin Pioneer</b> ...	77

### BLOWLAMP

All the target views are of the **Blowlamp** except No. 12, which is a **Douglas Skywarrior**.

### AIRBORNE HEADACHES No. 59

The following are the solutions to the above test which was published in the *R.O.C. Gazette* of November, 1958:

434. <b>Thunderchief</b> (F-105)	442. <b>Sea Star</b> (T2V-1)
435. <b>Dakota</b>	443. <b>Skywarrior</b> (A3D-1)
436. <b>Neptune</b> (P2V-7)	444. <b>Sabre</b> (F-86E)
437. <b>Voodoo</b> (F-101A)	445. <b>Sea Vixen</b> F(AW) Mk. 1
438. <b>Vautour</b>	446. <b>Sea Venom</b> F(AW) Mk. 21
439. <b>Comet 4</b>	447. <b>Constellation</b>
440. <b>CF-100</b> Mk. 4	448. <b>Viking 1B</b>
441. <b>Marlin</b> (P5M-2)	449. <b>Mystere 4a</b>

### "BANANA BOAT"

All the target views are **Cargomasters** except No. 8, which is a **Hercules**, and No. 15, which is a **Ukraine** (Cat).

## AIRBORNE HEADACHES

No. 61



Submission dates for answers to Airborne Headaches No. 61 will be notified by Group Headquarters.