

THE ROYAL



OBSERVER CORPS

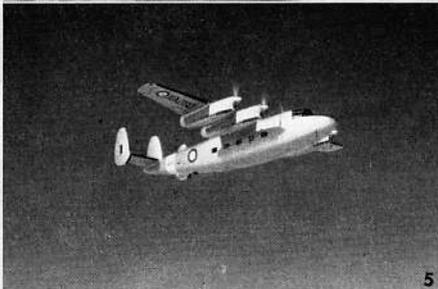
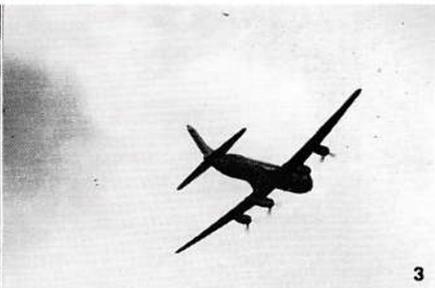
RECOGNITION

Journal
and R.O.C. GAZETTE



Vol. I DECEMBER 1959 No. 12

Some of Britain's "Spotting Possibles"



Answers on page 191



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*Identification Lessons

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 Aviation (Air Technical Publications). Applications for copies must be submitted through the normal official publications supply channels—not to the Editorial Office or direct to the Air Ministry.

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Just for the Record—I

Recognition and Identification

IN EVERYDAY USAGE the words “recognition” and “identification” convey very much the same idea to most of us, yet they don't mean the same thing. Whilst that may not really matter to the man doing the spotting so long as he gives the right answers every time, it really does matter when it comes to training people to identify things like aeroplanes.

If you look these words up in the dictionary you will find that “to recognise” means “to know again”; “to identify” means “to establish the identity of,” i.e. to give a name to—which is by no means the same thing. That being so, when we apologetically say to someone “I know your face well, but can't remember your name,” we really mean we recognise him, but we don't identify him.

Moving the matter into our own sphere of activities, how often have we looked at an aircraft knowing perfectly well that we have seen it before many times, yet we simply cannot name it? It happened often in the war, it happens now and will continue to happen in the future in all kinds of spotting if we don't appreciate the difference between “recognising” and “identifying” in our training and place the emphasis in the right place.

Such trouble arises when the identifying element of the training has had insufficient attention. Strange as it may seem looking at aeroplanes, or illustrations of them, provides little or no identification experience; incidentally, the same is true of spotting tests. Although such “looking” activities may add to our familiarity with them and thus to our ability to recognise, they do very little to develop our skill at identifying them.

The human mind achieves recognising naturally and automatically through familiarity, but in the matter of identifying it needs very much more positive training. This is particularly so in the case of aircraft, where there is a need to discriminate between objects belonging to the same group or class.

Thus, in the business we traditionally know as Recognition Training, familiarisation, i.e. recognition, is not enough. It is not and never has been the real learning problem: the important thing is *learning to identify*.

This is a most important matter which must be fully understood by instructors if efficient training is to be carried out.

Irish as it may sound the way to learn to identify is to start identifying, and the most efficient way in which an instructor can help, is to provide trainees with experience which, whilst it demands that the objects be identified, also forces the trainee to distinguish and to absorb their different physical characteristics while identifying.

The lessons in the *Journal* achieve this by an arrangement of illustrations which forces *recognising* on the trainee as he concentrates on *identifying*.

Such a technique will train a man to attain a reliable skill at identifying aircraft though he may have no natural affinity for them.

So the best philosophy for Recognition Training is to teach people to identify, and though we shall, without doubt, continue to call it Recognition Training, strictly speaking, it is no such thing.

"Drawing Aircraft"

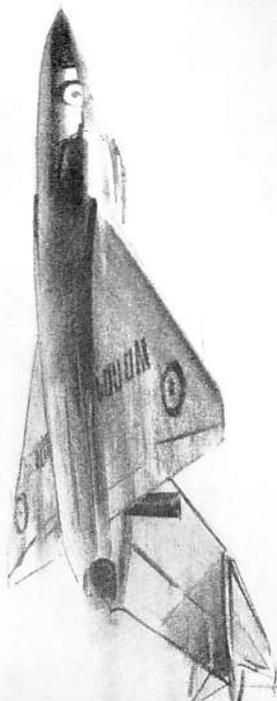
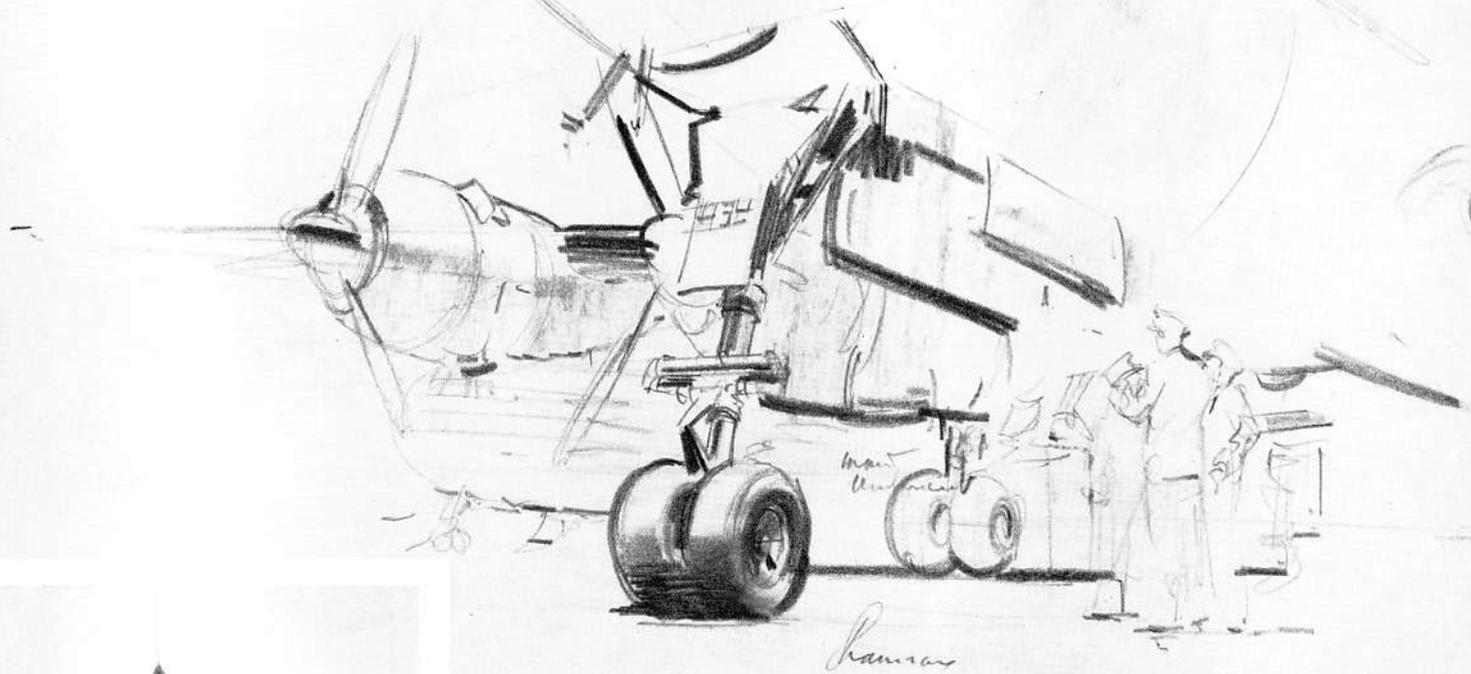
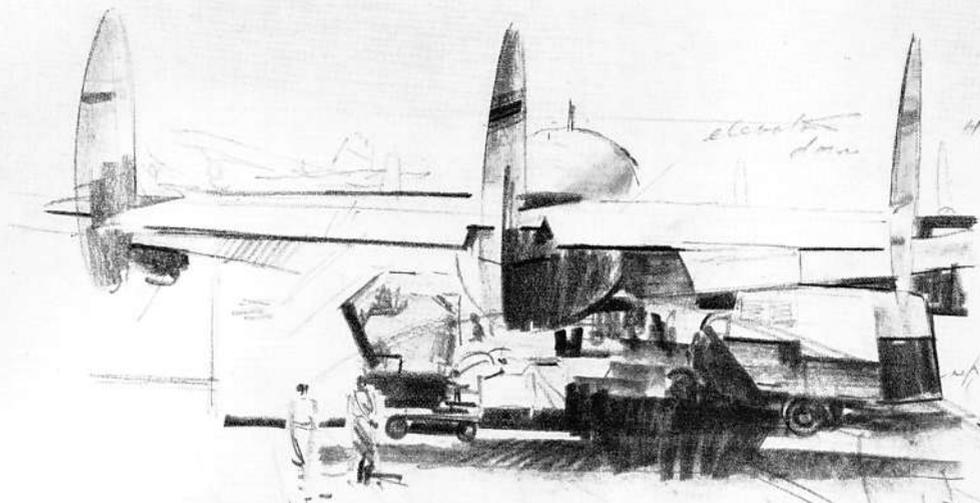
FRANK WOOTTON and all his works will need no introduction to *Journal* readers, many of his excellent studies of aeroplanes having appeared within these pages during the past ten years. Everyone interested in aeroplanes will also be familiar with his book "How to draw Planes"; now he has produced another called "Drawing Aircraft". This should prove even more helpful to those who like drawing aeroplanes and because of the special value of drawing in learning aircraft shapes we have obtained the author's permission to give you a glimpse of some of its pages.

The new book concentrates on what is perhaps the most useful and most satisfying of all drawing, the quick, spontaneous sketching done on the spot. Such torn-from-the-book sketches show the pace and feeling the artist experienced at the moment of sketching: we nearly said "capturing" and that probably is the better word because these drawings do capture the true "feel"

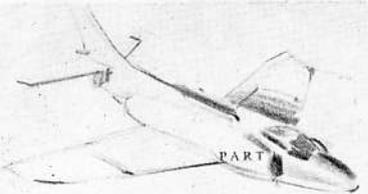
of aeroplanes, their environment and the people who fly in them. This is the kind of sketching from which we can learn most and is best to begin with—drawing several quick ideas rather than one laboured one which leaves nothing to the imagination. These drawings gain much from the smudges of the fingers and rubber. As Mr. Wootton himself says "my best sketches always seem to be the grubbiest." Which seems to us to point the only real piece of advice that anyone can give to beginners in drawing and that is "sail right in and make a mess of it!" in the very best sense of the expression.

Mr. Wootton is probably the foremost of air artists; he was an official war artist in the Royal Air Force and has since added considerably to that experience: a great deal of it comes out in "Drawing Aircraft." It contains sixty-four pages of sketches and drawings of aeroplanes of all vintages and kinds. Published by the Studio Press Ltd. at five shillings it's well worth the money.





"Drawing Aircraft"



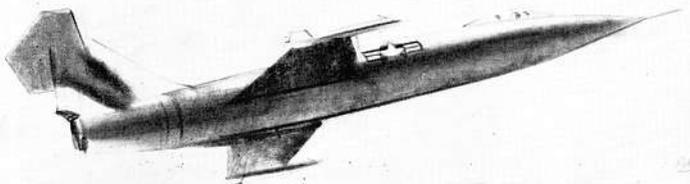
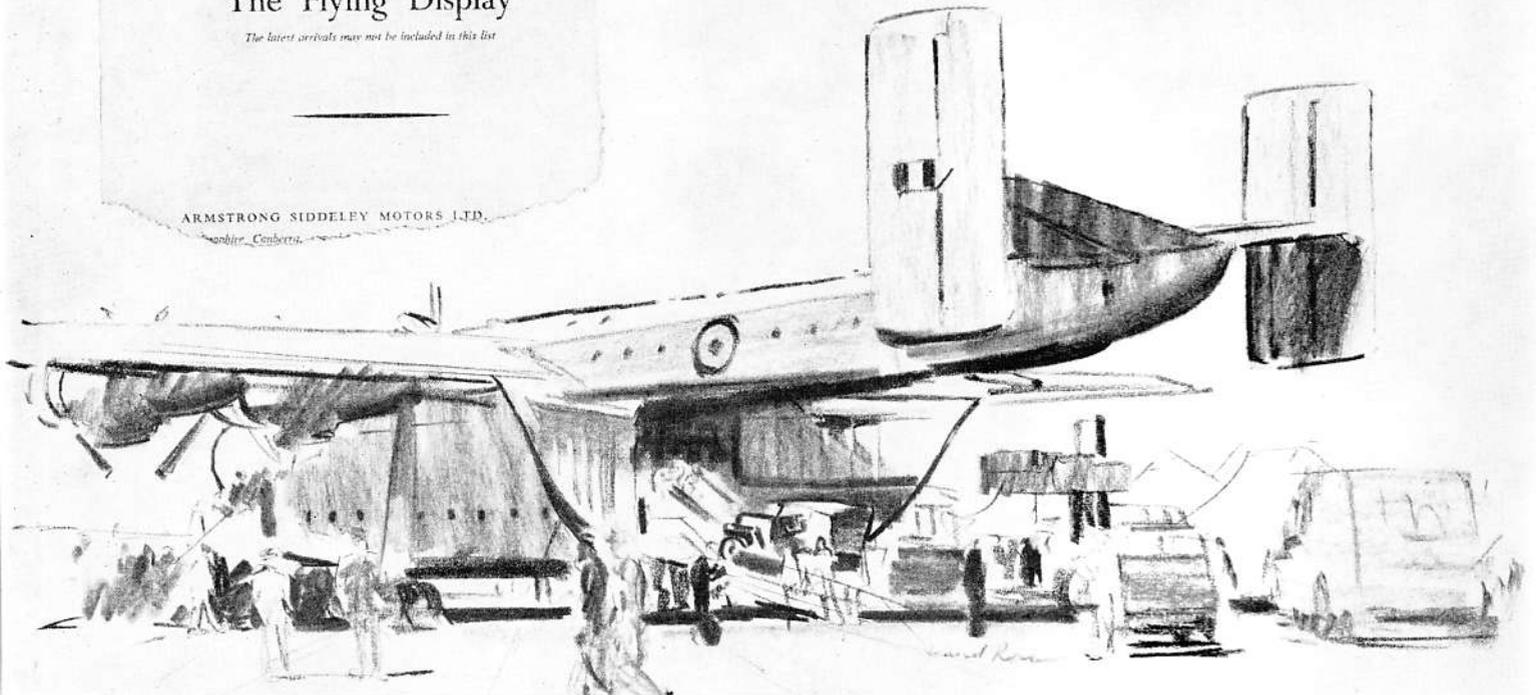
PART I

The Flying Display

The latest arrivals may not be included in this list

ARMSTRONG SIDDELEY MOTORS LTD.

amblyo, Canberra



PART II

The Outdoor Exhibition

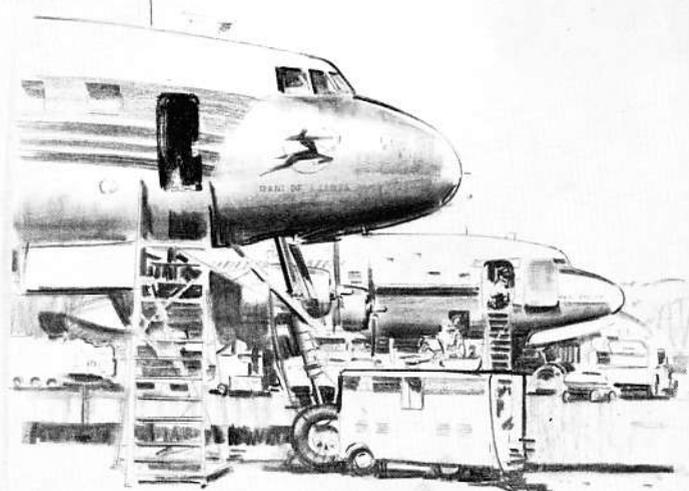
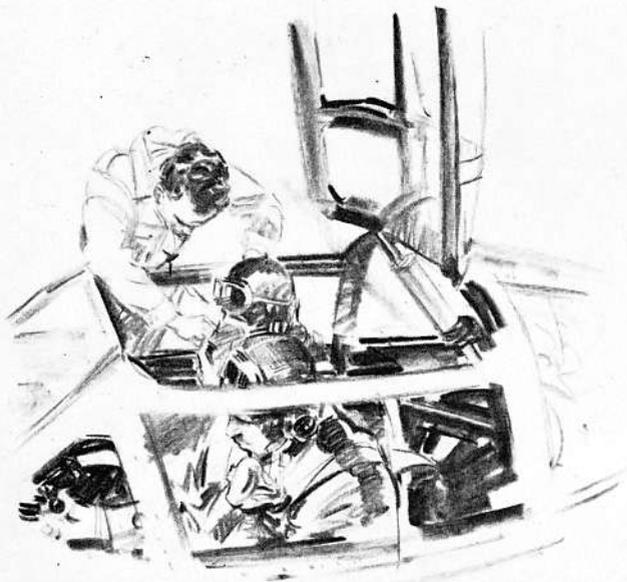
STATIC AIRCRAFT

AUSTER AIRCRAFT LTD.

Cirrus Auster, four-seat light transport, one Blackburn Cirrus Major piston engine.

Amblyo Freighter, four-seat utility transport, one Blackburn Cirrus Bomber piston engine.

LACKBURN & GENERAL AIRCRAFT LTD.



THE ANNUAL TRAINING CAMPS

By

Chief Observer A. R. Volk, No. 19 Group

THE annual training camps held by the Royal Observer Corps at R.A.F. Fighter Command stations (in the past at Thorney Island, Waterbeach, Stradishall, Wattisham, Tangmere and now West Malling) perform an instructive and worth-while service, not only by providing an opportunity for all observers to obtain R.O.C. Headquarters training lectures—that is, national training as opposed to local training—but also in the less tangible but equally important aspect of building *esprit de corps*.

The opportunity for members of the Corps from every part of the United Kingdom, from the Commandant of the Corps downwards, to meet and speak, is probably the greatest single factor in achieving this and in no other way could it be so readily or economically obtained.

What is the attraction of the R.O.C. Summer camps and why do members look forward to going to them year after year? There is no simple answer to this because every camp, although basically the same, is, at the same time, different in emphasis, in faces, in ideas. For example, there was the opportunity of contact with the aircraft, and incidentally the heat, and the plague of earwigs at Waterbeach; visits to the lovely City of Cambridge nearby, and punting on the Backs; the Meteor night-flying at Stradishall; the beauty of Wattisham and the comfort of the accommodation; the outstanding catering at Tangmere; and the change to barrack blocks at West Malling (instead of the tents of past camps).

Of the highlights, those to be remembered include the fighting address given by Sir Basil Embry, then Air Officer Commandant-in Chief, Fighter Command; the making of the film "Introduction to the R.O.C.," the visits to the Festival of Britain and to an R.A.F. operations room. Overall there is the easy-going, good-humoured spirit that pervades the camps, backed up by the hard work put in by the camp permanent staff, the R.A.F., as hosts, and by the N.A.A.F.I. staff, not forgetting the tolerance shown by the local inhabitants.

All this, of course, is only part of the answer, and those who have not been to camp would be well advised to consider going and seeing for themselves. No parent need fear for the safety or well-being of their son or daughter, however timid or youthful, and the week spent in camp may easily turn out to be the most memorable of the year.

The observers' mess, cafeteria style—with ample food from which to choose.



The Commandant of the Corps talks informally with members.



A popular contest: height and speed judging on a live aircraft.



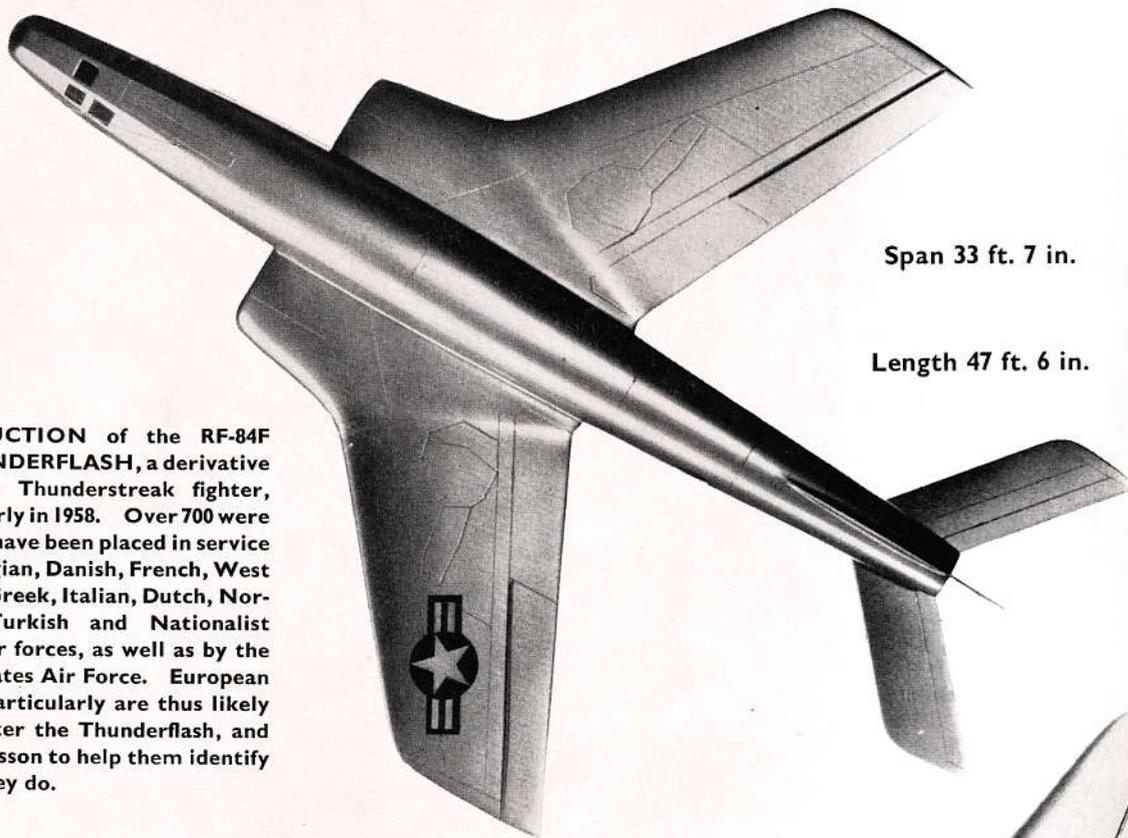
A typical group of observers pose for a picture.

Symbolic of many things, this Spitfire stands at the gates of R.A.F. West Malling.



THUNDERFLASH (RF-84F)

U.S.
RECONNAISSANCE
FIGHTER

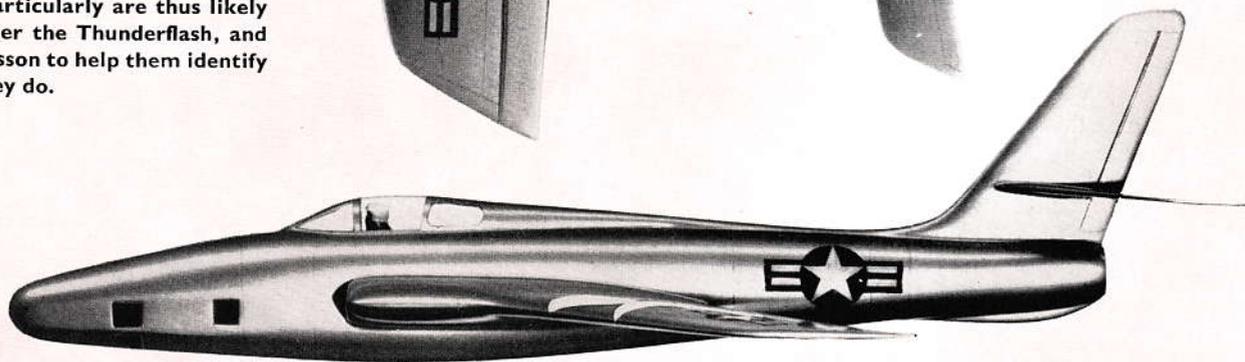


Span 33 ft. 7 in.

Length 47 ft. 6 in.

PRODUCTION of the RF-84F THUNDERFLASH, a derivative of the Thunderstreak fighter, finished early in 1958. Over 700 were built, and have been placed in service by the Belgian, Danish, French, West German, Greek, Italian, Dutch, Norwegian, Turkish and Nationalist Chinese air forces, as well as by the United States Air Force. European spotters particularly are thus likely to encounter the Thunderflash, and here is a lesson to help them identify it when they do.

TARGETS
START
HERE



1



184

2



3



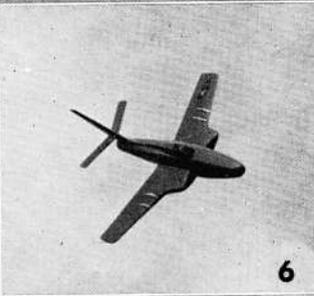
Close-up of the Thunderflash's camera battery. With additional fuel in the external drop-tanks, the Thunderflash has a combat radius of over 1,000 miles.



4



5



6



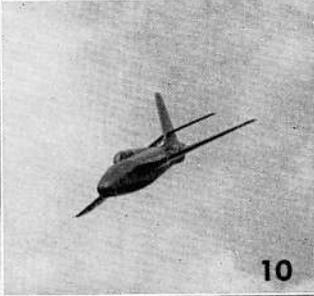
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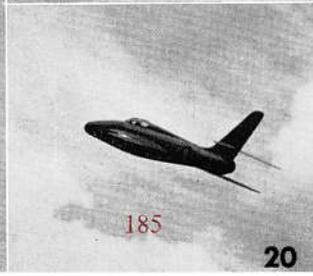
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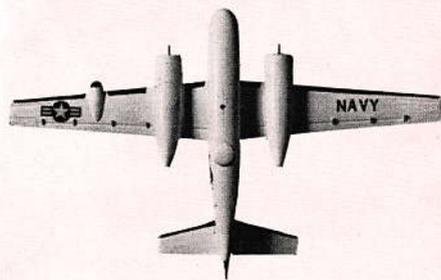


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TRACKER

Span 70 feet



U.S. Naval Anti-submarine aircraft

Who's Who

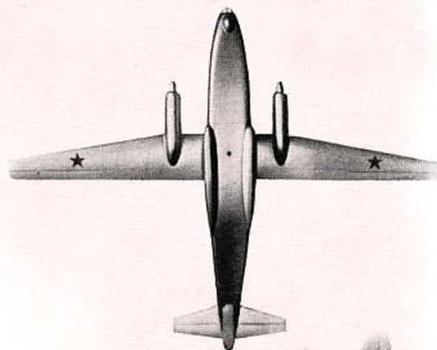
—a refresher course

If Kipling were alive today he would turn in his grave to see the way we bring East and West together in the *Journal*. Here are Russia's "flying whale" and America's chubby submarine hunter/killer sporting together like nobody's business waiting for you to sort 'em out—which *YOU CAN DO* by reference to the three views above and *not* to the solutions on page 191 until you have written down your answers

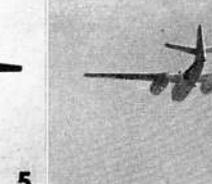
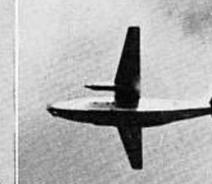
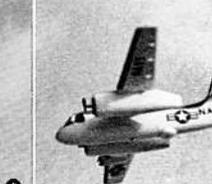
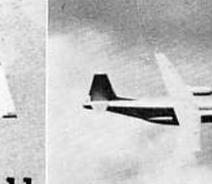
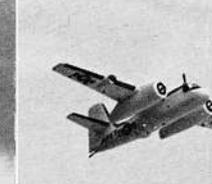
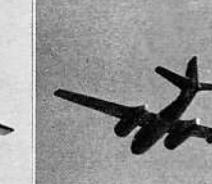
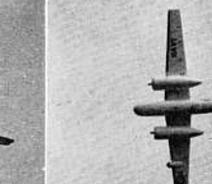
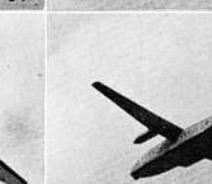
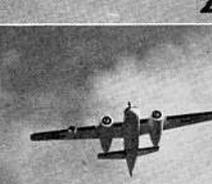
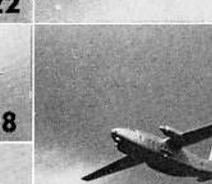
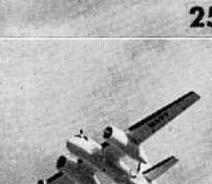


CAMP (AN-8)

Span 98 feet



Russian transport

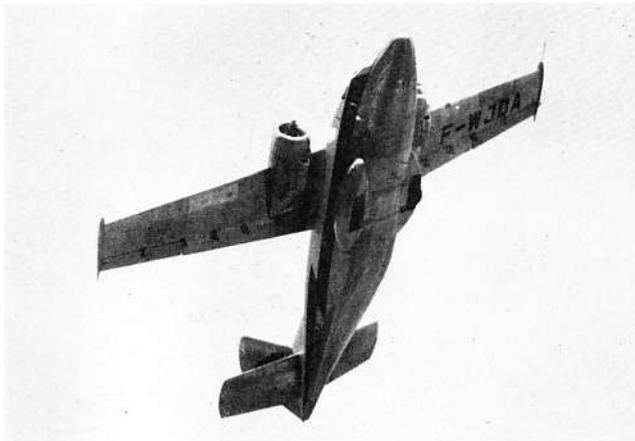
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 7	 8	 9	 10	 11	 12
 13	 14	 15	 16	 17	 18
 19	 20	 21	 22	 23	 24
 25	 26	 27	 28	 31	 32
 33	 34	 29	 30	 35	 36
 37	 38	 39	 40	 33	 34

Briefs

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

Gallic Challenge

Yet another potential "DC-3 replacement" is the Max Holste Super Broussard. The first prototype MH.250, pictured here, certainly has a workmanlike and pleasing appearance; the definitive version, the MH.260, which is due to start testing next Spring, will be slightly larger and have turboprop engines instead of the present piston installation.

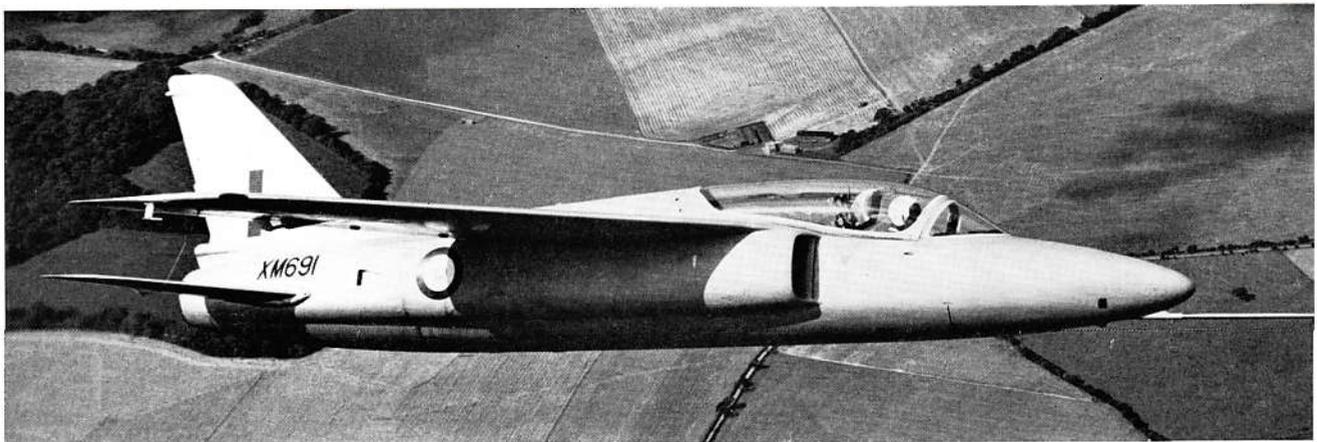


* * *

Transonic Tandem

The Folland Gnat Trainer, seen here on its first flight on the 1st September, is similar to the Gnat Mk. 1 fighter save for the extended cockpit canopy (two seats in tandem) and is very slightly larger, having a wing span of 24 feet and a length of 30 feet 9 inches. Firm orders so far are for an evaluation batch of 14 for the Ministry of Supply, but several foreign air forces have shown interest in the design. Apart from the Javelin T Mk. 3, the Gnat Trainer is the only tandem-seating jet trainer in this country, others favouring the side-by-side seating arrangement.

* * *



Converted Convair

This photograph is of a specially modified version of the Convair T-29B "flying classroom." The bulges on the fuselage top, and the pods below, house special electronic monitoring gear for use by the U.S. Air Force in connection with missile tests. The T-29B is a military conversion of the Convair 240 passenger airliner.

* * *

Magisters en masse

Production of the Potez-Air Fouga Magister will have passed the 250 mark by the end of this year. Altogether 600 of these aircraft are scheduled for production, many for foreign countries. Also in full swing is production of the naval version, the Zephyr (formerly Esquif).

* * *

Oh, Dear!

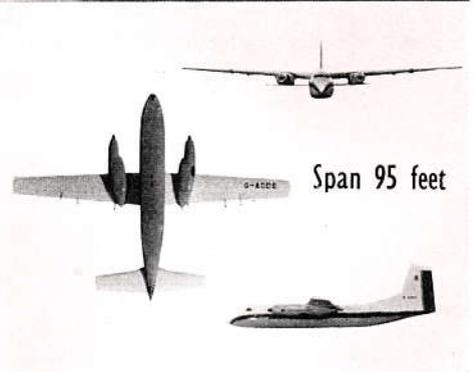
Oh, McDonnells, how you have let us down! We always looked to you as one of the few companies with a flair for imaginative naming of its aeroplanes; now we hear that the best you can do for your mighty new F4H-1 fighter is to resurrect the name of an earlier product and call it Phantom II. Undoubtedly the first Phantom was a fine aeroplane, and surely the new one is too, but we would have thought it good enough to stand on its own merits and make for itself a new name in U.S. naval history, without having to lean on a "ready-made" one.

* * *

DART HERALD

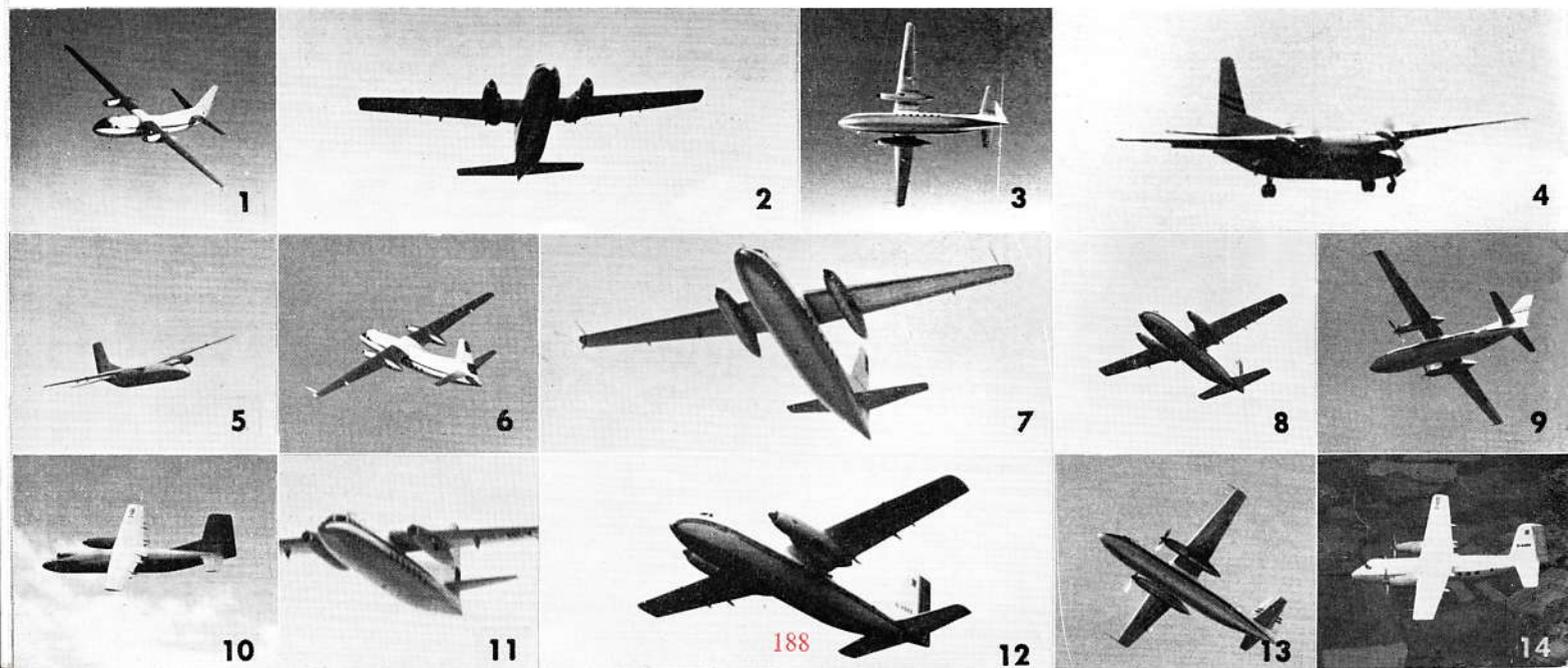


British medium transport



DART-FULL DODGERS

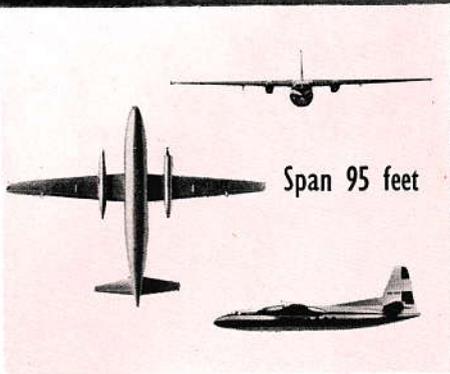
THE FRIENDSHIP and the HERALD branchliner are high-wing monoplanes having much in common in appearance, engine form and type (both are powered by Dart turboprops) and rôle, i.e., passenger and/or cargo. The key picture of the Herald is of the first prototype; later machines have a fin fairing as shown in the tone study. Points to compare: the fin shapes; the engine forms and mountings. Both these airliners have tricycle undercarriages with twin wheels. Further versions of the Friendship for cargo and military transportation will be known as "Freightship" and "Troopship." To get a better idea of them try the lesson: list the target numbers, identify all targets with the aid of the key views (but not necessarily in number order) and write "Herald" or "Friendship" against each number as soon as you are certain. Check your answers with the solutions on page 191.



FRIENDSHIP



Dutch medium transport



Span 95 feet



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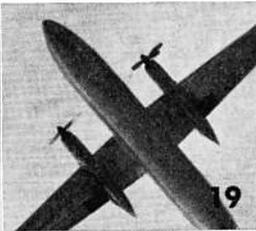
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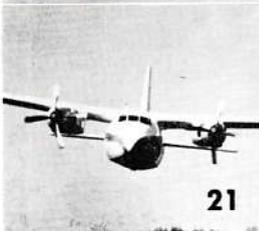
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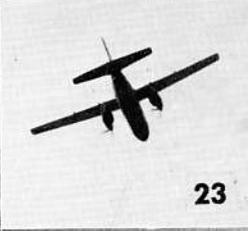
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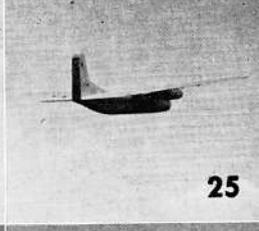
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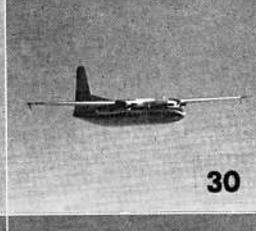
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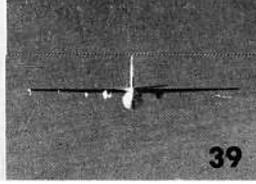
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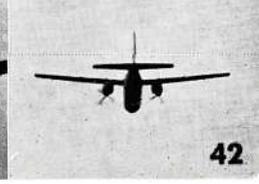
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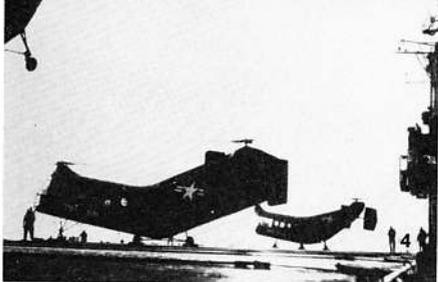
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Some Fleet Types of the Western Powers



Cover Photo: A study of Russia's *Rossiya* (Cleat in NATO and in Mr. Tupolev's list Tu 114). Since we described her in a previous edition as a far-ranging crowd-carrying colossus she has ferried Mr. Kruschev, his family and his official entourage, from Moscow to the U.S.A. and back.

"SPOTTING POSSIBLES"

	Span (feet)		Span (feet)
1. Messenger ..	36	10. Mercator ..	114
2. Lincoln ..	120	11. Expeditor ..	48
3. Tudor ..	120	12. Sealand ..	61½
4. Super Aero 45 ..	40	13. Mosquito ..	54
5. Marathon ..	65	14. Bonanza ..	33
6. Aiglet ..	32	15. Harpoon ..	75
7. Gemini ..	36	16. Rapide ..	48
8. Miles H.D.M. 105 ..	75	17. Catalina ..	104
9. Tudor ..	120	18. Invader ..	70

SOLUTIONS TO TESTS AND LESSONS

SOME FLEET TYPES

- | | | |
|-------------------|----------------------|----------------------|
| 1. Avenger | 7. Seahawk FB Mk. 3 | 13. Gannet AEW Mk. 3 |
| 2. Gannet AS.1 | 8. Whirlwind | 14. Skyray F4D-1 |
| 3. Alizé | 9. Trader (TF-1) | 15. Scimitar F Mk. 1 |
| 4. Rescuer HRP-1 | 10. Sea Vixen F(AW)1 | 16. Tiger FIIF-IF |
| 5. Skyraider AD-7 | 11. Phantom II | 17. Skyhawk A4D-2 |
| 6. Demon F3H-2N | 12. Sikorsky S-58 | 18. Fury FJ-3 |

DART-FULL DODGERS

- | | | |
|-------------------|-------------------|-------------------|
| 1. Friendship | 15. Friendship | 29. Friendship |
| 2. Herald (Dart) | 16. Herald (Dart) | 30. Friendship |
| 3. Friendship | 17. Herald (Dart) | 31. Herald (Dart) |
| 4. Friendship | 18. Herald (Dart) | 32. Friendship |
| 5. Herald (Dart) | 19. Friendship | 33. Herald (Dart) |
| 6. Friendship | 20. Herald (Dart) | 34. Herald (Dart) |
| 7. Friendship | 21. Herald (Dart) | 35. Friendship |
| 8. Herald (Dart) | 22. Friendship | 36. Friendship |
| 9. Friendship | 23. Herald (Dart) | 37. Friendship |
| 10. Herald (Dart) | 24. Friendship | 38. Herald (Dart) |
| 11. Friendship | 25. Herald (Dart) | 39. Friendship |
| 12. Herald (Dart) | 26. Herald (Dart) | 40. Herald (Dart) |
| 13. Friendship | 27. Friendship | 41. Friendship |
| 14. Herald (Dart) | 28. Herald (Dart) | 42. Herald (Dart) |

WHO'S WHO—5 (CAMP/TRACKER)

- | | | |
|-------------|-------------|-------------|
| 1. Tracker | 15. Camp | 29. Tracker |
| 2. Tracker | 16. Tracker | 30. Tracker |
| 3. Camp | 17. Tracker | 31. Camp |
| 4. Tracker | 18. Tracker | 32. Tracker |
| 5. Camp | 19. Tracker | 33. Tracker |
| 6. Tracker | 20. Tracker | 34. Camp |
| 7. Camp | 21. Camp | 35. Tracker |
| 8. Tracker | 22. Tracker | 36. Tracker |
| 9. Tracker | 23. Tracker | 37. Camp |
| 10. Camp | 24. Camp | 38. Tracker |
| 11. Tracker | 25. Camp | 39. Tracker |
| 12. Camp | 26. Tracker | 40. Tracker |
| 13. Camp | 27. Camp | |
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THUNDERFLASH

The target views are all Thunderflashes except Nos. 15 and 18, which are Thunderstreaks.

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