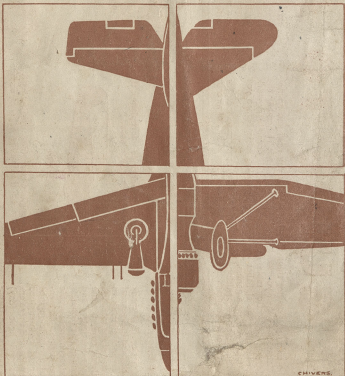


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A SYSTEM OF INSTRUCTION ILLUSTRATED BY
DRAWINGS OF A FEW WELL-KNOWN TYPES

GUIDE TO AIRCRAFT RECOGNITION



By
LEONARD TAYLOR and JAMES H. STEVENS

PRICE **4**^{d.}

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A System of Instruction illustrated by
drawings of a few well-known types

There are a hundred and one catalogues of aeroplanes, but many people faced with them for the first time, or even the hundred and first time, feel the need for some method of learning to recognise the salient features of the aeroplanes depicted and to distinguish one from the other without having to learn a bookful of aerodynamics. The expert will see the distinguishing features at a glance, but just as a child must learn the alphabet before he can scan a sentence, so the newcomer to aircraft recognition must learn to notice one by one the differences of outline in the parts that go to make the characteristic whole. By carefully practising such a method, the most unobservant will quickly arrive at the happy stage when at a mere glance he is able to observe and remember the whole outline of an aeroplane that passes his way.

This folder presents such a method. The examples introduced have been restricted to a few well-known modern types. For further study there are the excellent charts and booklets issued by *The Aeroplane, Flight*, the *A.T.C. Gazette* and directories of aircraft, such as *Jane's*.

But just as the proper study of mankind is man, so the proper study of aeroplanes is aeroplanes. If you watch aeroplanes you will see that each has its own "sit" or attitude in level flight, not always revealed in photographs and diagrams. Then there is gait. As you may often recognise a man by his walk, so you may recognise aeroplanes by their movements. A Hurricane is more frisky than a Whitley, a Spitfire faster than a Moth. It is well to remember that the pilot has an effect here. A Moth occupied by a first soloist proceeds more gingerly than when answering the hands of an instructor. These and other things such as identification by sound, can only be learnt by experience. So keep this chart for the study of outlines and whenever possible go out into the wide-open spaces and **SEE HOW THEY FLY.**

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