Preface

Participants, Instructors and Assessors should take note of the conditions as laid down in the Award Handbook. This programme is for guidance and is not to be taken as a rigid syllabus. To indicate the content appropriate to young people with varying degrees of knowledge and experience, it is arranged under three headings **'For beginners'**, **'For those with some knowledge'** and **'For the more advanced'**, and participants are free to select as broad or as restricted an aspect of this skill as they wish, but appropriate social and cultural aspects are to be covered.

COLLECTIONS, STUDIES AND SURVEYS AIRCRAFT RECOGNITION

Introduction

This activity should give a balance between the attainment of knowledge and the application of practical skills and, throughout the programme; participants should have the opportunity to develop an understanding of related historical and technical development.

As an integral part of this programme at all levels, participants should give thought to the need for aircraft recognition within armed forces and civil Air Traffic Control, and the importance of being able to recognise aircraft instantly. The programme may be followed either on an individual basis or as part of a group or club.

Those taking part in this programme may need to be aware of safety and insurance requirements when visiting military or civil airfields, together with the restrictions on taking photographs. Aircraft Recognition does not require any flying, either powered or unpowered.

For Assessment: evidence of individual progress, sustained interest and a commitment of genuine leisure time should be shown over the required period. This may take the form of a diary or a notebook together with sketches, photographs, references to design and evidence of attendance at instruction classes or course. Group activities are to be assessed with regard to each individual's contribution to planning, execution and completion.

For beginners

Participants starting this activity should:

1   Keep records of aircraft visiting local airfields, including civil, RAF and foreign, where access to airports and airfields is possible. It should be remembered that most military and some civil airports forbid the taking of photographs either from within or outside the perimeter boundary.

2   Visit at least one air show and add notes, sketches and, where possible photographs of the visit and details of the aircraft to the notebook, paying attention to design type, country of origin and whether aircraft are military or civil. As an alternative, where it is not possible to visit an air show, a report could be made on a televised air show; eg. a major event such as Farnborough.

3   Be able to recognise 40 mixed civil and military aircraft types accurately, with an exposure time of 10 seconds.

4   Study the development of at least one aircraft type from concept to test flight and production. This should involve accessing as broad a range of sources as possible by visiting reference libraries, museums, etc.

For those with some knowledge
Participants should:

5   Continue to add details of aircraft seen on visits to local airports and airfields into their notebooks. It should be remembered that most military and some civil airports forbid the taking of photographs either from within or outside the perimeter boundary.

6   Where possible, visit a major air show and keep notes, sketches and photographs, on the visit. As in no.2 above, a report on a televised air show such as Farnborough is permissible as an alternative.

7   Develop their own system of logging photographs and sketches of aircraft they have seen.

8   Be able to recognise 50 mixed civil and military aircraft types accurately, with an exposure time of 7 seconds.

9   Continue the study started in no.4 above by researching information of the chosen aircraft in service.

For the more advanced
Participants should:

10   Keep more detailed records of aircraft visiting local airfields and airports, and add information to the notebook. It should be remembered that most military and some civil airports forbid the taking of photographs either from within or outside the perimeter boundary.

11   Make a report on a visit to an air show and log any aircraft not already mentioned in the notebook, including sketches and, where possible, photographs.

12   Make a further in-depth study of at least two aircraft spanning their development from conception through in-service reports to future design plans for that aircraft type. Technical libraries and publications, such as Flight International, Aeroplane or Aviation Weekly may be helpful with research.

13   Be able to recognise 60 mixed civil and military aircraft types accurately, with an exposure time of 5 seconds