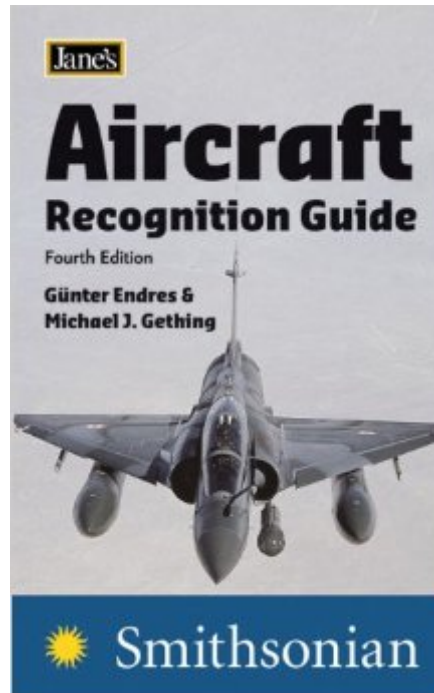


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# Jane's Aircraft Recognition Guide Fourth Edition



## Synopsis

Jane's Aircraft Recognition Guide is the only guide that allows the general public access to information from the world-famous Jane's All the World's Aircraft (first published in 1909), used by international aviation and military organizations and professionals. Jammed packed with up-to-the minute color photographs and technical data to reflect developments in the aviation industry. This edition now also includes a complete list of national registration numbers and a diagram to help you find your way around any aircraft. Integral to each entry is a confusion feature to help you distinguish between similar types of aircraft making this the most comprehensive guide for any aviation fan.

## Book Information

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## Customer Reviews

...but not much more. Its principal virtue, in my opinion is its apparent thoroughness; not many aircraft still in operation seem to be missing. The quality of the book is very good for a paperback: good weight of paper, well glued spine; but still a book that will suffer if carried around in the field. My version of the book does have an index, contrarily to what someone posted earlier. IN MY OPINION, THIS IS NOT A RECOGNITION GUIDE, HOWEVER; you get one black and white photo, a few of poor quality (strongly cropped, grainy or taken from an unpractical angle), silhouettes from below, front and side and a very brief technical comment. This will not allow positive discrimination between many closely resembling aircrafts. If you really want a good companion to go in the field and practice

aircraft recognition I strongly recommend the very intelligently written albeit much less complete "A Field Guide to Airplanes" by M.R. Montgomery and Gerald Foster.

I have most previous editions of the aircraft recognition guides. I am somewhat disappointed that this one does not give any technical data other than armament and dimensions. It would be nice to have powerplants and speeds listed, preferably in miles per hour, not mach speed. Some books list one plane in mach, ie. 0.83 mach, and the next plane in miles per hour. Also in all previous guides, as in this one, there are several still very popular and numerous planes missing. For example, the Piper Comanche has never been listed ( Only the Twin Comanche ) I still see a lot of Comanches around. I would like to see these changes ,ie. more technical data and a more uniform listing of the technical data, in future guides. Besides, the previous guides had most of the technical data listed. It looks like someone took a shortcut in this book. Respectfully yours

From the mysterious Boeing RC-135 Cobra Ball to the gargantuan An-225 Cossack, this book covers most of the aircraft you will see flying in the world today. Major sections include Combat Fighters, Recce/Patrol platforms, Transports, Airliners, Commuter, Executive, and Light Aircraft. Technical specs are great for flight-line operations on short notice. Great photographs, and three three views. Provides information on dimensions, performance, armanment, weights, variants, and accommodations. For the enthusiast or the flight-line ops coordinator, this handy guide will be the one you reach for first.

Since this book includes data, profiles and photographs of possibly all aircraft currently in service, it is a very useful tool for those who want to identify aircraft. As an aviation professional I have often used it and recommend it strongly to anyone seeking to invest in this book.

This book was great. It has photos, technical data and identification features. It has fighter jets , combat support, trainers, civil jets and turboprop airliners, civil utility, privet executive and light airplanes and helicopters. This is a great price so get it here (I paid 37\$).

This book is a no frills just the facts reference guide. It provides aircraft dimensions, weights, performance, and armament information. Photos and graphic representations assist in aircraft identification. Aircraft are logically grouped making searches for a particular airframe easy. Anyone working the flightline, and/or coordinating airshows will find this information invaluable when trying to

establish parking plans.

What a stupid idea! A reference book without an index! HarperCollins spoiled a solid, handy reference book (an affordable distillation of Jane's venerable "All the World's Aircraft"). This is only one of many useful features the big-time publisher has cut. So now I have to keep two editions of this book nearby. I turn first to the last edition published by Jane's on its own. If I can't find what I want because it's too new, I pick up this we're-only-in-it-for-the-money version and fumble my way through the table of contents -- looking and looking and looking. Whoever at HarperCollins decided to delete the index as a needless frill is probably an idiot. He or she is certainly not an airplane lover -- nor a book lover. (Alas, this bean-counter has probably been promoted.) Anyone truly interested in identifying airplanes and helicopters that one is actually likely to see in North America might want to consider "A Field Guide to Airplanes" by M.R. Montgomery and Gerald Foster. It has less techie data than Jane's. But it takes an interesting approach. It uses the approach of the Peterson bird books, focusing on the distinctive features that really help you spot these "birds" in the air. And it concentrates on the most common aircraft, not the exotic. Jane's is still good. I just wish HarperCollins hadn't debased it.

I agree with the other review about the flaws. There were no speeds or rate of climb data, something I would like to see as an air traffic controller. More dates and, as I've seen in other books, aircraft that get confused a lot would have been nice. But it's Jane's, where can you find better?

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