

second; flash $\frac{1}{2}$ second, eclipse $\frac{1}{2}$ second; flash $\frac{1}{2}$ second, eclipse 4 seconds.

The light is in operation daily from sunset to 21 hours (9 p.m.) (Summer Time).

W. F. Nicholson,

Secretary of the Air Council.

Air Ministry,
London, W.C. 2,
31st May, 1920.

NOTICE TO AIRMEN, NO. 60.

DONIBRISTLE AERODROME.

It is hereby notified that:—

A 70 foot Wireless Mast has been erected on the northern side of Donibristle Aerodrome, approximately 200 yards east of the eastern-most shed.

W. F. Nicholson,

Secretary of the Air Council.

Air Ministry, London, W.C. 2.
3rd June, 1920.

NOTICE TO AIRMEN No. 61.

AERIAL ROUTE TRAFFIC CONTROL BY RADIO TELEPHONY.

It is hereby notified that:—

(1) *Radio Telephony.*

Radio Telephone Stations are open for work at Croydon and Lympne, for the London-Paris and London-Brussels routes. The French Authorities have also installed similar stations at St. Inglevert, Valenciennes, Paris (Le Bourget), and the Belgian Authorities are arranging to instal one at Brussels (Evere).

(2) Stations will shortly be opened for the London, Birmingham, Manchester, Glasgow route at Castle Bromwich, Didsbury, and Renfrew.

(3) *The wireless control of all the British stations, including stations licensed on private aerodromes, will be carried out by Croydon.*

(4) Wave length 900 metres.

(5) Procedure as in the Appendix to this Notice should be used

(6) Telephony will be used primarily for giving information as to the whereabouts of an aircraft travelling or about to travel along a route; secondly, for reporting weather conditions along the route to the machine.

(7) *Routine.*

Hours of Watch for British Stations are 0630 to 1930 G.M.T. (0730 to 2030 B.S.T.). The foreign authorities have kindly consented to put their stations in operation if due notification is given.

When aircraft fitted with radio telephones are scheduled to leave London, notification must be sent to C.A.T.O. Croydon as early as possible on the day of flight, and in any case at least one hour before starting. The C.A.T.O. Croydon is responsible for advising stations along the route for the name (distinguishing signal) of the aircraft and time of departure. This notification is to be done as follows:—

Taking as an example Handley Page G.E.A.M.A. with telephony scheduled to leave Cricklewood at 0930 for Paris. As soon as C.A.T.O. Croydon receives notification, he informs Lympne and the French stations as follows:—

“Handley Page G.E.A.M.A. Cricklewood to Paris 0930.”

Lympne passes this message to St. Inglevert; St. Inglevert passes it to Paris. All stations are thus warned for the flight.

The Aircraft.

Immediately after leaving its aerodrome, calls Croydon and passes the following message:—

“Handley Page G.E.A.M.A. clear Cricklewood to Paris.”

Croydon replies:—

“Clear to Lympne.”

The aircraft when approaching Lympne and about 20 miles away calls Lympne and passes the following message:—

“Handley Page G.E.A.M.A. London to Paris.”

Lympne replies, if the weather conditions at St. Inglevert according to the last report received from that station are favourable:—

“Clear to St. Inglevert.”

If unfavourable, Lympne replies in accordance with its latest report from the latter station—*e.g.*, thick fog in Channel, clear south of St. Inglevert; or Channel clear, thick St. Inglevert to Abbeville, clear south of Abbeville.

On approaching St. Inglevert, the aircraft reports in the same way and receives a similar reply; again on approaching Paris the aircraft reports in a similar manner.

Paris replies:—

“Clear to land.”

If conditions prevent the aircraft from landing at Le Bourget, Le Bourget replies to this effect and gives necessary instructions. The French language should be used for foreign stations.

(8) All radio-telephonic conversation must be kept as short and concise as possible.

W. F. Nicholson,

Secretary of the Air Council.

Air Ministry, London, W.C. 2.
3rd June, 1920.

APPENDIX TO NOTICE TO AIRMEN No 61.

RADIO TELEPHONY.

Method of Calling Up and Procedure for Two-way Working.

1. *General.*—All stations normally “listen-out” on their assigned wave-length at their routine times.

In the following remarks on procedure a star (*) indicates change over of the “Receive” “Transmit” switch at a station to the position corresponding to its required function at that moment.

2. *Call Signs.*—(This matter is under discussion at the present.)

3. *Procedure.*—Ground to air and vice versa _____.

The following illustrates the procedure adopted for work between a ground and an air station where preliminary tuning is probably required. _____

Station A has a message for Station B.

A calls up: Hullo B. Hullo B. A calling. A calling. I have a message for you. I have a message for you. A changing over.

B replies: Hullo A. Hullo A. B answering. B answering. Please pass your message. B changing over.