

Air Ministry,
8th October, 1920.

ROYAL AIR FORCE.

FLYING BRANCH.

2nd Lt. (Hon. Lt.) Henry Bernard Cheswright Nicholls relinquishes his R.A.F. commn. on appointment to the T.F., and is permitted to retain the rank of Lt.

2nd Lt. Theodore Martin Bartlett relinquishes his R.A.F. commn. on appointment to the T.F., and is permitted to retain his rank.

The undermentioned are transferred to unempld. list:—

2nd Lt. Montague Wynn-Parry. 13th Apr. 1919.

2nd Lt. Kenneth Vivian Hill. 7th June 1919.

2nd Lt. John Alexander Norris. 23rd July 1919.

15th Sept. 1919.

2nd Lt. Frederick Hopwood.

2nd Lt. Albert Allan Simpson.

2nd Lt. William Reginald Horace Porter. 16th Sept. 1919.

2nd Lt. Frank Wilfred Aldridge. 24th Sept. 1919.

2nd Lt. Reginald Douglas Hughes. 21st Oct. 1919.

2nd Lt. George Ernest Hughes. 30th Sept. 1920.

Lt. Robert Kenneth Mackenzie relinquishes his commn. on account of ill-health, and is permitted to retain his rank. 12th Oct. 1918. (Substituted for notifications in the Gazettes of 9th December 1919 and 10th Aug. 1920.)

TECHNICAL BRANCH.

Flying Officer Archibald James Briddon to be Flying Officer, Grade (A), from Grade (B), 9th Aug. 1919, and is graded for purposes of pay and allowances as Flight Lt. whilst empld. as Flight Lt., Grade (A), from 9th Aug. 1919 to 31st Dec. 1919.

Flying Officer Thomas Charles Penna relinquishes the grading for pay and allowances of Flight Lt. on ceasing to be empld. as Flight Lt. 31st Oct. 1919.

The undermentioned are transferred to unempld. list:—

Lt. Roland Harrison. 1st Aug. 1919.

2nd Lt. Thomas Herbert Rudd. 8th Oct. 1919.

Lt. William Thomas Open Cosgrove. 29th May 1920. (Substituted for notification in the Gazette of 18th June 1920.)

Maj. Harry Egerton Wimperis relinquishes his R.A.F. commn., and is permitted to retain his rank.

The notification in the Gazette of 6th July 1920 (page 7230) concerning Flying Officer Archibald James Briddon is cancelled.

MEDICAL.

Richard John Aherne (late temp. Capt., R.A.M.C.) is granted a temp. commn. as Capt. 7th Nov. 1918. (Substituted for notification in the Gazette of 13th Dec. 1918.)

MEMORANDA.

Lt.-Col. Richard Williams, D.S.O., O.B.E., relinquishes his R.A.F. commn. on ceasing to be empld. 30th Oct. 1919.

Maj. (actg. Lt.-Col.) Harold Arthur Moore, C.B.E., M.C., relinquishes his R.A.F. commn., and is permitted to retain the rank of Lt.-Col. 1st July 1919.

AIR MINISTRY NOTICE TO AIRMEN.

No. 98 of the year 1920.

FRANCE: AERODROMES, CUSTOMS, AND WIRELESS STATIONS.

It is hereby notified:

Previous Notices to Airmen regarding Aerodromes, etc., in France are revised as follows:—

1. AERODROMES.

St. INGLEVERT (Lat. 50° 53' 0" N., Long. 1° 44' 30" E.), approximately 5 miles S.S.E. of Calais, was opened as a Customs Aerodrome on 20th May. (See Plan annexed.) Customs personnel are on duty during the day only. Petrol, oil and water supplies are available, and a handling party is stationed on the aerodrome. There are two hangars in the S.E. corner of the aerodrome. No repairs can be carried out. A wind indicator is placed on the S.E. boundary of the aerodrome.

The area most suitable for landing is marked by white lines. The centre of the landing ground is marked by a white circle 132 ft. in diameter, and on the south side of the circle is the name "St. Inglevert," so placed as to be read from the south. A wind sleeve is placed on a 16 metre post near the hangars at the S.E. corner, and a landing "T" is situated near this.

The red or white flag required by the International Convention which indicates the anti-clockwise or clockwise circuit, is hoisted on the post carrying the wind sleeve.

In case of fog, rockets are sent up to indicate the position of the ground and Bengal lights are lighted in the landing circle.

An aerial lighthouse has been installed outside the S.E. corner of the aerodrome, and is in operation every evening from sunset to 1½ hours after sunset. Its characteristic signal is the letter "A" of the Morse Code every 8 seconds, thus:—

White light	.5 sec.
Eclipse	.5 sec.
White light	3.0 secs.
Eclipse	4.0 secs.

There is a wireless station on the aerodrome with an aerial between two masts, one inside the boundary of the aerodrome near the hangars and the other outside near the Boulogne-Calais road (see *Wireless*, para. 3 post).

Obstacle lights are fixed on all high obstacles.

LE BOURGET (Lat. 48° 57' 0" N., Long. 2° 25' 0" E.) is a French Customs Aerodrome situated about 7 miles N.E. of Paris. (See Plan annexed.) Petrol, oil, and water, and hangars are available. A landing "T" is situated in the angle formed by the line of hangars and the offices of the aerodrome. Wind sleeves are fixed on the gables of the centre S.N.Ae. hangar and the workshop hangar. A red flag is hoisted on the offices of the aerodrome when the wind speed is greater than 4 metres per sec. (Approx. 10 m.p.h.) in which case taking off and landing should take place upwind. The flag is lowered when the wind speed is less than 4 metres per sec., in which case taking off and landing should take place towards the north.

On the ground opposite the offices of the aerodrome there is a white "T," which indicates the zone to be used by machines before starting and after landing, for taking up and setting down passengers or freight. The starting zone is to the south of the dividing line and