

## TECHNICAL BRANCH.

Lt. James John Chidgey is placed on the retired list. 29th Jan. 1921.

Flying Officer Francis John Cooke ceases to be graded for pay and allowances as a Flight Lt., Grade B. 31st Mar. 1920.

The undermentioned Cadets are granted Honorary Commissions as 2nd Lts., with effect from the date of their demobilisation:—

10436 Dennis John Cooper.  
176788 Wyndham Border Jones.  
181090 Hugh Scott Knox.  
184785 Raymond Lycett.  
175093 Albert Middleton Shepherd.  
317878 Edward Woodall.  
181451 Percy Joseph Charles Woodhouse.

Lt. Vivian Stranders is transferred from S.O. to the unemployed list. 21st Jan. 1921.

## AIR MINISTRY NOTICE TO AIRMEN.

No. 9 of the year 1921.

## FRANCE: AERODROMES AND METEOROLOGICAL STATIONS.

(362741/20.)

It is hereby notified:

Notice to Airmen No. 98 of 24th September, 1920, is amplified as follows:—

## 1. AERODROMES.

ST. INGLEVERT.—The road forming the Eastern boundary of the aerodrome is marked by a line of small stakes one metre high, at intervals of 25 metres, each stake being surmounted by a vertical white disc of 50 cms. diameter.

## 2. AIRSHIP STATIONS.

MAUBEUGE.—A warning has been issued to French aviators that the surface of this Station being intersected by shallow trenches and ridges is very dangerous for heavier-than-air craft. It should not therefore be used even for emergency purposes, its appearance from the air being very deceptive.

*Note.*—Maubeuge is a Military Station, and is not included in the list of aerodromes at which permission has been granted to British civil pilots to land.

## 3. METEOROLOGICAL STATIONS.

Montélimar (Ançone).—A telephone (Montélimar 1-88) has been installed.

The following stations were opened on 1st November, 1920:—

<i>Merignac (near Bordeaux)</i>	District Station.
<i>Bayonne.</i>	Principal Station.
<i>Toulouse.</i>	Principal Station.
<i>Ajaccio.</i>	Principal Station.
<i>Perpignan.</i>	Secondary Station.

## 4. AUTHORITY.

Bulletin de la Navigation Aérienne No. 9—  
December, 1920 (for Paras. 1 and 2).

Bulletin de la Navigation Aérienne No. 8—  
November, 1920 (for Para. 3).

By Command of the Air Council,

*W. F. Nicholson.*

Air Ministry,

London, W.C. 2.

21st January, 1921

## AIR MINISTRY NOTICE TO AIRMEN.

No. 10 of the year 1921.

## MANCHESTER (DIDSBURY) AERODROME: REDUCTION OF LANDING AREA.

(A. 20535/19.)

It is hereby notified:

Pilots are warned that a road running from S.S.W. to N.N.E. across Manchester Aerodrome (Lat. 53° 26' 0" N., Long. 2° 15' 0" W.) is in process of construction. Aircraft should therefore land on that portion of the aerodrome which lies to the north-west of the road and which is approximately 550 yards by 550 yards in dimensions. The remainder of the aerodrome is being relinquished.

By Command of the Air Council,

*W. F. Nicholson.*

Air Ministry,

London, W.C. 2.

22nd January, 1921.

## AIR MINISTRY NOTICE TO AIRMEN.

No. 11 of the year 1921.

## PENSHURST LANDING GROUND: TELEPHONE.

(316744/20.)

It is hereby notified:

1. *Telephone Installation.*—There is no longer a telephone on this landing ground. The nearest telephone is now at Chiddingstone Causeway Post Office, about  $\frac{1}{4}$  mile from the landing ground.

2. *Cancellation.*—Notice to Airmen No. 9 of 29th January, 1920, is hereby cancelled.

By Command of the Air Council,

*W. F. Nicholson.*

Air Ministry,

London, W.C. 2.

22nd January, 1921.

## AIR MINISTRY NOTICE TO AIRMEN.

No. 12 of the year 1921.

## FELIXSTOWE SEAPLANE STATION: OBSTRUCTION.

(60189/21.)

It is hereby notified:

1. *Obstruction.*—A temporary boom will shortly be moored in Harwich Harbour to the north-west of the Felixstowe Seaplane Station, in Latitude 51° 57' 0" N., Longitude 1° 18' 30" E.

The boom will extend from No. 3 Mooring buoy (situated at a distance of 2,080 feet, 310° from the red light on Felixstowe Pier) to No. 4 Mooring buoy (situated at a distance of 2,600 feet, 311° from the red light on Felixstowe Pier).

Alternatively, the obstruction will be placed across the tide in a direction 50° from No. 3 Mooring buoy, and will extend to a distance of 360 feet approximately.

The lights for a vessel at anchor will be displayed from the boom during the hours of darkness.

This boom causes an obstruction to aircraft in that part of the harbour to the north of the