

NOTICES TO AIRMEN

France : Temporary Obstruction at St. Inglevert Aerodrome

WORK is in progress at St. Inglevert Aerodrome in connection with the levelling of the ground and the renewal of ground markings. Pilots are, therefore, warned to exercise great caution in landing. Authority: French Notice to Airmen No. 36 of September 5, 1921.

(Where the Notices are abbreviated by us, full forms should be obtained from the Air Ministry.)

Wireless Direction Finding Stations : British Isles, France, Germany and Italy

THE following details (abbreviated) are substituted for those given in Notices to Airmen, Nos. 17, 30 and 44 of 1921:—

British Isles.—1. Stations:—Berwick (Call Signal, BVG); Carnsore (BVZ); Croydon (GED); Flamborough (BVN); Lizard (BVY); Pulham (GEP).

N.B.—Aircraft, when within an area northward of the parallel of latitude $51^{\circ} 10' 00''$ N., and westward of the meridian of longitude $8^{\circ} 30' 00''$ W., should not ask for bearings from Carnsore, as such bearings from it to aircraft in the above area will probably be unreliable on account of the effect of the coastline, the night error in particular being of considerable magnitude.

2. Procedure to be followed.

France. 3. Stations:—Barre de l'Adour (Call Signal, FEU); Ben Negro (Tunis) (FUA FUB); Bernieres (FEB); Berre (FED); Bizerte (Tunis) (FEQ); Brest-Moulin du Seigneur (FEI); Casablanca D.F. (Morocco) (CNP); Cherbourg (FUC); Djidjelli (Algeria) (FEJ); Gris-Nez (FEN); Guipavas (FEG); Kenitra (Morocco) (CNK); Lorient (FUN); Ouessant (FEO); Penmarch (FEP); Point du Raz (FER); St. Nazaire (FEZ); Sfax (Tunis) (FUS); Soubise (FES); Toulon-Liberte (FUT); Treguier (FET).

N.B.—I. French D.F. Stations normally use the wave length of 450 metres; they also take bearings on 800 metres, and in exceptional cases on 600 metres, but the use of this latter wave will shortly be discontinued.

The stations keep watch and answer calls on the 600 metres wave, but transmit bearings on 450 metres, with the exception of Toulon, Ben Negro and Casablanca, all of which transmit bearings on 800 metres.

II. The method to be followed by the aircraft depends on various circumstances, but it should be observed that—

(a) Bearings can be taken simultaneously by several D.F. stations on the normal wave of 450 metres.

(b) If the D.F. stations are not keeping watch on the same wave, each station should be called separately.

(c) If several D.F. stations are specially connected by land telegraph line, one station only need be called (*i.e.*, the nearest transmitting station). The results are sent by this station, each bearing following immediately after the call signal of the station making the observation. Such connection does not, however, yet exist.

4. (Method of procedure follows.)

Germany. 5. Stations:—Borkum (Call Signal, KBO); List (KAO); Nordholz (KBQ); Wilhelmshaven (KAN).

6. (Procedure follows.)

Italy. 7. Stations:—Murano (Call Signal, IRM).

N.B.—Bearings from this station are to be obtained by calling Carbonera ICZ on 600 metres, and are transmitted for Murano by Carbonera.

8. (Procedure follows.)

9. Cancellations.—Notices to Airmen, Nos. 17, 30 and 44 of 1921 are hereby cancelled.

(No. 69 of 1921.)

France : Aerodromes, Etc.

PREVIOUS notices to airmen relating to France are amplified and amended as follows:—

1. *Customs Aerodromes.*—(i) *Le Bourget.*—The Customs Office is open daily from 0800 to 1200 and from 1400 to 1800 for the clearance of goods, and from 0000 to 2400 for passengers. The aerodrome is closed one hour after nightfall unless previous notice of the intended arrival of an aircraft has been given, when it is kept open till after the arrival of the machine. (See Notices to Airmen Nos. 98 of 1920 and 36 of 1921.)

(ii) *St. Inglevert.*—The lighthouse is now situated in the north corner of the aerodrome. In hazy weather a searchlight is operated from the south side of the aerodrome. The Customs Office is open daily from 0900 to 1700. Normally, the personnel, excepting the watchman, are not on duty after

nightfall. (See Notices to Airmen, Nos. 98 of 1920, 9 and 59 of 1921.)

(iii) *Strasbourg (Neuhof).* *Military and Civil Customs Aerodrome.* Description.—The landing dimensions are 900 by 900 ms. A white circle, 60 ms. in diameter, is situated towards the S.E. portion of the aerodrome. Pilots are advised to land on the S.E. portion, the remainder having a rough surface which would be dangerous to fast machines. In the S.W. corner of the ground, mounted on a hut, is a wind indicator, and in the N.W. corner a landing T.

Night Landings.—Two searchlights are installed on the ground, so arranged as to illuminate the landing ground with their beams projected at right angles to the direction of the wind. These searchlights will only be operated if 24 hours' notice is given to the aerodrome authorities of the intended arrival of an aircraft.

General.—No petrol is available on the aerodrome. A certain amount of castor oil and repair facilities are available. The Customs Office is open daily. It is intended for the examination of machines proceeding to or from Southern Germany and countries beyond. The aerodrome is closed at 1830 daily, unless notification of the intended arrival of a machine has been given, in which case, personnel will remain on duty until after its arrival. (See Notice to Airmen No. 36 of 1921.)

(iv) *Dijon.* *Military and Civil Customs Aerodrome.* Position.—Latitude $47^{\circ} 17' N.$, longitude $5^{\circ} 5' E.$ Situated 6 kms. S.S.E. of Dijon on the north-east side of the Dijon-St. Jean de Losne road and canal.

Description.—The dimensions for landing are 900×600 metres. The altitude of the aerodrome is 221 metres (725 ft.). There are three white wind indicators, one in the northern and two in the southern part of the aerodrome. There are no night-landing marks or night-landing facilities.

Accommodation, etc.—Hangars are available, but no petrol, oil or repair facilities. The Customs Officer is informed of the arrival of aircraft by telephone.

Note.—This Customs station is intended for the examination of aircraft proceeding to or from Switzerland on the route Paris-Lausanne or Geneva. (See Notices to Airmen 98 and 104 of 1920.)

2. *Customs Seaplane Station.*—Ajaccio. *Civil Customs Seaplane Station under the control of the Service de la Navigation Aérienne.* Position.—Latitude $41^{\circ} 55' N.$, longitude $8^{\circ} 44' E.$ Situated on the Isle of Corsica at the north end of the Bay of Ajaccio, 800 metres north of the Town Hall of Ajaccio, and adjoining the railway station.

Description.—The alighting area is in the Cannes roadstead, which measures approximately 2 kms. in all directions. The sea is calm here, even in very bad weather. There is practically no tide, and currents are not noticeable.

Accommodation, etc.—Hangars and a stock of castor oil are available, but no petrol. Small repairs can be carried out. There is one slipway with a minimum depth of 1.4 metres (4.6 ft.) of water over the end, the depth of water in the vicinity being 4.7 metres (15.4 ft.). There is a 4-ton crane on the quay. Three cork mooring buoys are anchored opposite the quay. A 12-metre motor-boat is available.

General.—The Customs Office is open from 0800 to 1200 and 1300 to 1700 hours. The station is always open during the day, but the personnel, excepting a caretaker, are not available at night. (Notice to Airmen, No. 111 of 1920, Paragraph 1 (Ajaccio) is cancelled.)

3. *Civil Aerodromes.*—Nimes.—Petrol can only be obtained in the town of Nimes. Small repairs can be carried out.

Night Landings.—A row of four searchlights has been installed on the north side of the aerodrome. The aerodrome is open daily from sunrise to sunset, the personnel being on duty until 1900 hours. (See Notices to Airmen, Nos. 98, 111 and 125 of 1920 and 54 of 1921.)

4. *Previous Notices.*—The following Notices to Airmen are affected:—By para. 1 (i): No. 98 of 1920 and No. 36 of 1921. By para. 1 (ii): No. 98 of 1920 and Nos. 9 and 59 of 1921. By para. 1 (iii): No. 36 of 1921. By para. 1 (iv): Nos. 98 and 104 of 1920. By para. 3: Nos. 98, 111 and 125 of 1920 and No. 54 of 1921.

The following is cancelled:—By para. 2: No. 111 of 1920, paragraph 1 (Ajaccio).

(No. 72 of 1921.)

Aerodromes for Civil Use : Amendments

NOTICE to Airmen No. 56 of 1921 (Aerodromes for Civil Use; Consolidated List) is amended as follows:—LIST C.