

AIR MINISTRY NOTICES

AIR MINISTRY NOTICES TO AIRCRAFT OWNERS AND GROUND ENGINEERS

Farnborough Rotating Wireless Beacon

1. An experimental rotating wireless beacon has been installed at the Royal Aircraft Establishment, Cove, near Farnborough, Hampshire. (Lat. 51° 17' 13" N.; long. 00° 46' 43" W.)

2. As from November 1, 1930, and until further notice, a limited routine service will be carried out on Mondays to Fridays inclusive, as follows:—

- (a) A two and a half hours' transmission between 1000 and 1230 G.M.T.
- (b) A two hours' transmission commencing at sunset.

3. This beacon is similar in type to the Orfordness Beacon referred to in Notice to Airmen No. 56 of 1929 (N/A General Notice No. 1 of 1930 Reprint No. 24), and A.M. Pamphlet No. 38 entitled, "Orfordness Rotating Wireless Beacon, Instructions for Taking Bearings" should therefore be consulted for a brief description of the beacon, the method of working, and the manner in which it can be utilised as an aid to navigation.

4. The essential particulars of the two beacons are as follow:—

	Orfordness.	Farnborough.
Call sign	G.F.P.	G.F.T.
Frequency	288.5 K.C.'s.	288.5 K.C.'s.
Wave-length	1,040 m.	1,040 m.
North Signal	V.	G.
East Signal	B.	W.

5. It should be noted that the Farnborough beacon, when working, will operate during the five-minute intervals in which the Orfordness wireless beacon is silent, i.e.:—

Orfordness at 00-05, 10-15, 20-25, 30-35, 40-45, 50-55 minutes past the hour.

Farnborough at 05-10, 15-20, 25-30, 35-40, 45-50, 55-60 minutes past the hour.

Care should therefore be taken not to confuse the signals from these two beacons.

6. The object of the installation of this second beacon is to test the general utility of this system of direction finding and to ascertain in particular whether, by obtaining bearings from the two beacons, aircraft can fix their positions with sufficient accuracy for practical purposes.

7. All pilots and radio operators are therefore invited to take every opportunity of ascertaining as far as possible the accuracy of individual bearings from each beacon as well as of position fixes.

When such tests are being carried out, it is essential that aircraft should be in known positions, and, unless single bearings only are being taken, it is desirable that the angle subtended by the two beacons should normally lie between 60° and 120°.

8. Reports, which should be forwarded to the Secretary (C.A.4), Air Ministry, should in all cases show the actual position of the aircraft, the time of the observation, and where applicable, the angle of cut. In addition, information as to the effective maximum range of the two beacons during the day and night, and at sunrise and sunset, will be specially valuable.

General Notice (No. 31 of 1930)

Provision of Safety Belts or Harness in Closed Cockpit Aircraft

1. SAFETY belts or harness of an approved type must be provided for the pilot's seat in all closed cockpit or cabin type heavier-than-air aircraft. The installation of the safety belt or harness must satisfy the requirements of paragraph 4 of Design Leaflet E.3 of Air Publication 1208, Airworthiness Handbook for Civil Aircraft.

2. The above requirement will, in due course, be introduced into Section VII of the current Air Navigation Directions.

3. It will be brought into effect as follows:—

- (a) On January 1, 1931, in the case of aircraft in respect of which original Certificates of Airworthiness are issued on or after that date.
- (b) From January 1, 1931, in the case of aircraft in respect of which application is made on or after that date for renewal of an existing Certificate of Airworthiness.

NOTE.—For safety belt and harness requirements in connection with open cockpit aircraft, see Notice to Aircraft Owners and Ground Engineers No. 6 of 1930.

(No. 37 of 1930.)

Heating Systems of Cockpits and Cabins

1. THE attention of aircraft owners, ground engineers and all concerned is drawn to the fact that heating systems which depend on jacketed exhaust pipes may, under certain circumstances, develop leaks which will enable exhaust gases containing carbon monoxide to enter the cabin or cockpit.

2. Frequent examination of the exhaust pipes concerned should be made, particularly of the portions within the jacket or muff, to ensure that they are adequately gas-tight.

(No. 38 of 1930.)

D.H. 80.A. "Puss Moth" Aircraft: Rudder Control Lever

1. ON certain aircraft of the above types, the rudder control lever, part No. H.30300A situated immediately behind the cabin, has been found to be below strength, and trouble may be experienced, particularly if severe rudder bar loads are applied while the machine is on the ground.

2. This control lever is, therefore, to be removed and replaced by part No. H.30300A modified, or by part No. H.33163A. The manner of making this replacement is shown on drawing No. M.1502, copies of which may be obtained from the De Havilland Aircraft Co., Ltd.

3. The modification is necessary in the case of the following aircraft only:—
Constructor's Nos.—2001 to 2037, 2039 to 2063, 2068 to 2072, 2077, 2080 to 2085, 2090, 2091, 2093.

4. This modification is to be incorporated on all the above aircraft within two months from the date of this notice. No Certificate of Airworthiness in respect of any of the above aircraft will be renewed until the modification has been satisfactorily incorporated.

(No. 39 of 1930.)

Westland Aircraft Society

THE lecture on "Recent Long Distance Flights," which was to have been delivered before the Westland Society (Yeovil Branch of the R.Ae.S.) on December 5, has been postponed owing to the ill-health of Capt. Barnard. Instead, Mr. S. J. Norton will give a lecture for ground engineers.

The Society of Engineers

AT the next ordinary meeting of the Society of Engineers, which will be held on December 1 in the apartments of the Geological Society, Burlington House, W., at 6 p.m., Mr. W. R. Baldwin-Wiseman, M.Sc., M.Sc. (Eng.), A.M.I.C.E., F.S.I., late Flt.-Lieut. R.A.F., will read a paper on "Some

Simmonds "Spartan" Aircraft, fitted with Main Planes of Symmetrical Section

1. THE attention of aircraft owners and ground engineers is drawn to the fact that distortion of the compression box ribs at the interplane strut attachment has occurred in aircraft of the above type.

2. These ribs should be examined immediately in all Simmonds "Spartan" aircraft fitted with main planes of symmetrical section.

3. Where replacements of these ribs are found to be necessary, Part No. 669 should be fitted.

4. No Certificate of Airworthiness will be renewed unless the above modification has been satisfactorily incorporated.

5. This notice does not apply to aircraft of the above type, which may be found to have compression box ribs in accordance with Sketch No. 158, fitted in upper and lower planes at the interplane strut attachment.

(No. 40 of 1930.)

Examination of Applicants for Ground Engineer's Licences

1. EXAMINATION boards will sit for the purpose of examining applicants for ground engineers' licences at the following times and places:—

- (a) London, on the first and third Wednesdays in every month.
- (b) Croydon, on the second Wednesday in every month.
- (c) Manchester, on the first Wednesday in January and April.
- (d) Birmingham, on the first Wednesday in February and May.
- (e) Bristol, on the first Wednesday in December and March.

2. Applications for licences should be made on the appropriate form which is obtainable on request, and should be addressed to The Secretary Air Ministry (D.C.A.), Gwydyr House, Whitehall, London. Applications for extensions to existing licences will also be dealt with at these boards, and such applications should be sent either by letter or on the usual application form to the address given above.

3. Applications for examination at the centres named at 1 (c), (d) and (e) above, can only be accepted provided that the application is received 14 days before the dates specified and provided also that the total number of applications received are within the capacity of the board. Applicants whose applications are not accepted owing to these provisions will be given the opportunity for early examination at London or Croydon, or, alternatively, to be placed on a waiting list for the next board to be arranged in the particular place concerned.

4. Notice to Aircraft Owners and Ground Engineers No. 18 of 1930 is hereby cancelled.

(No. 41 of 1930.)

Avro 504.K and 504.N Aircraft: Discontinuous Elevators

THE requirement regarding discontinuous elevators, as set out in Design Leaflet B.4 of Air Publication 1208, and in Section A of Notice to Aircraft Owners and Ground Engineers No. 24 of the year 1930, is not applicable to aircraft of the above types.

(No. 42 of 1930.)

Certificates of Airworthiness—Acrobatic Category: Flight Requirements—Provision of Parachutes and Safety Harness. (Landplanes and Seaplanes)

THE attention of all aircraft owners and ground engineers is drawn to the fact that the following footnote has been added to Design Leaflet F.1, and will be brought into effect as from the date of issue of this Notice:—

"Note.—Attention is drawn to the following requirements for all aircraft submitted for official flying trials prior to the issue of a Certificate of Airworthiness in the Acrobatic Category:—

- (1) Provision is to be made for the fitting of four-piece safety harness of an approved type in the pilot's seat, if an approved type of harness is not already installed.
- (2) Provision is to be made for the carrying of seat-type parachutes by personnel when testing the aircraft.
- (3) The design of cabin or enclosed cockpit aircraft must be such that easy egress from the cabin is possible should a parachute descent be necessary."

(No. 43 of 1930.)

D.H. 80.A. "Puss Moth" Aircraft: Aileron Controls

1. CASES have occurred of the aileron controls of the above type of aircraft becoming partially jammed at either of two points. The first of these is where the aileron control cable passes through the rear floor of the cabin; small nuts, screws, etc., may fall down the hole and lodge in the aileron chain below, and so jam in the pulley. The second is where the trailing edge flap hinges up to allow folding of the wings; unless proper care is used when the flaps are being shut, the aileron cable may be left hanging in a loop which is jammed as the flap comes down.

2. To eliminate these risks, two modifications have been introduced. The first consists of two light aluminium covers, part No. H. 33279, for the cable where it passes through the floor, these being secured as shown on drawing No. M. 1514. The second consists of fitting an aluminium channel guard, part No. H. 33495, over the exposed length of cable, and a fibre block, part No. H. 33496, as shown on drawing No. M. 1531.

3. Arrangements are being made by the makers of the aircraft to supply to all owners the necessary parts and drawings. If these are not received in due course, application should be made to the de Havilland Aircraft Co., Ltd., Stag Lane Aerodrome, Edgware, Middlesex.

4. The above modifications are to be incorporated in all aircraft of the type in question within two months from the date of this notice.

5. No Certificates of Airworthiness in respect of any such aircraft will be renewed until the modifications have been satisfactorily incorporated.

(No. 44 of 1930.)

Ground Aspects of Aviation." In his paper the author reviews the pre-war, war and post-war development of aviation, and stresses the necessity of planning an adequate ground equipment if airmindedness is to be more generally cultivated and civil aviation is to pass more rapidly from the present subsidised stage to that of a self-supporting express transport system. He then describes the essential requirements of an aerodrome: the preparation of the site; the outline, dimensions, classification, and marking of an aerodrome; the location and construction of runways, landing strips, hangars, and other buildings; also the lighting and wireless equipment of aerodrome and airways.