

AIR MINISTRY.

NOTICE TO AIRMEN.

No. 103 of the year 1920.

ROYAL NAVY WIRELESS DIRECTION FINDING STATIONS.

It is hereby notified :

1. Aircraft may use the Wireless Direction Finding Stations operated by the Royal Navy, under the conditions laid-down for the use of these stations by the Mercantile Marine, in Admiralty "Notice to Mariners," No. 524, of 25th March, 1920.

The following stations are established in the United Kingdom :

Station.	Wave Length.	Call Sign.	Lat. N.	Long. W.
Amlwch (a)	450 metres	B X V	53 24	4 18
Berwick		B V G	55 42	1 54
Carnsore		B V Z	52 12	6 21
Flamborough		B V N	54 07	0 05
Larne		B X J	54 51	5 48
Lizard		B V Y	49 59	5 12
Peterhead		B V L	57 34	1 49
Rhyl (a)		B Z W	53 18	3 29
Seaview (b) (Malin Head) ..	600 metres	B X K	55 22	7 19

Note—

(a) Rhyl is not fitted with transmitting apparatus, and is controlled by Amlwch.

(b) Seaview has no transmitting apparatus, and is controlled by Malin Head (GMH), which keeps watch on 600 metres.

2. The actual procedure to be adopted by aircraft requiring bearings will depend upon what stations are concerned. It should be observed that if the stations to be called do not all keep watch on the same wave (e.g., Lizard and Carnsore), they should be called up together, and the bearings taken in one operation. If, however, two or more stations are linked by special land lines (e.g., Amlwch and Rhyl) only one of them should be called up. In such cases, however, the aircraft must specify in the preliminary signal the D.F. stations which are required to supply bearings.

The aircraft calls on 600 metres, thus:—

$\overline{\text{CT}}$ GMH GMH de XYZ QTE BXK? 450.

The aircraft then gets ready to shift to 450 metres and awaits instructions.

5. The station or stations called then make the necessary arrangements, and, when ready, answer in alphabetical order of their call signals (if more than one was originally called), and make "K" (go on), preceded by "450" if 450 had been made in the original call.

Example 1.

Amlwch, in Example 1 above, warns Rhyl by land line, and, when both are ready, makes on 450 metres:—

$\overline{\text{CT}}$ XYZ de BXV K.

Example 2.

Malin Head, in Example 2 above, warns Seaview by land line and then makes on 600 metres:—

$\overline{\text{CT}}$ XYZ de GMH 450 K.

Malin Head then shifts to 450 metres, so as to be ready to give the result when received by wire from Seaview.

6. On receiving "K," the aircraft, having shifted transmitting wave to 450 metres (if not already done), then makes her own call signal for 45 seconds, and awaits the result.

Example 1.

The aircraft, in Example 1, para. 4, makes on 450 metres:—

$\overline{\text{CT}}$ BXV de XYZ XYZ CYZ, etc. (for 45 seconds) XYZ.

Example 2.

The same as Example 1, reading GMH for BXV.

7. The station or stations then reply (in alphabetical order if more than one) either ask

3. The following abbreviations are to be used:—

Signal.	Meaning.
QTE? ... "What is my true bearing from you (or from —)?"	
QTE ... "Your true bearing from me (or from —) was — degree."	

4. The aircraft calls the station or stations on the appropriate wave, making "QTE?" in conjunction, if necessary, with the call signals of the stations from which bearings are required; and also (if the call is NOT made on 450 metres) by the figures "450," signifying that the aircraft will shift to 450 metres for the taking of the bearing. The aircraft then awaits instructions.

Example 1.

An aircraft whose call signal is XYZ requires bearings from Amlwch (BXV) and Rhyl (BZW).

The aircraft, having first shifted to 450 metres, calls Amlwch thus:—

$\overline{\text{CT}}$ BXV BXV de XYZ QTE BXV BZW?

The aircraft then awaits instructions.

Example 2.

The aircraft requires a bearing from Seaview (BXK). The aircraft has to use 600 metres to call Malin Head (GMH).